SOUTHWEST COMMUNITY 'A' AND EMPLOYMENT CENTRE/ MIXED-USE
Area Structure Plan

THE CITY OF
CALGARY
PLANNING, DEVELOPMENT &
ASSESSMENT

Part 2 - Background Information of this document contains background information and does not form part of the bylaw.

For the purposes of electronic publications the Background Information is identified by the footer "Part 2 - Background Information".

Southwest Community 'A' and Employment Centre/ Mixed-Use Area Structure Plan

THE CITY OF
CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

Bylaw 1P2004
Approved March 22, 2004

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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Part 1

Southwest Community 'A' and Employment Centre/ Mixed-Use Area Structure Plan

Southwest Community 'A' and Employment Centre/ Mixed-Use Area Structure Plan

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PREFACE

This area structure plan (ASP) applies to Community 'A' and the Employment Centre/Mixed-Use Area located within the southwest quadrant of the city. This planning area comprises approximately 429 hectares (1060 acres) of land that is bounded by the Transportation and Utility Corridor containing Spruce Meadows Trail to the north, the city limits to the south, Macleod Trail to the east; and, Spruce Meadows Way and Spruce Meadows, which is located within the Municipal District of Foothills and The City of Calgary, to the west. This area was annexed to the City in 1989 as part of a comprehensive annexation, and is identified within *The Calgary Plan (General Municipal Plan)* for predominantly residential development on its west side and for employment-related development along Macleod Trail to the east.

The planning process for this ASP commenced in early 2002 and involved the preparation of engineering, transportation, environmental, market and land use studies, meetings with the developers and owners of the small land holdings in the area and input from the River Valleys Committee, School Boards, Provincial Government, Municipal District of Foothills and other interested parties. Notably, since the planning area interfaces directly with Spruce Meadows to the west, the planning process incorporated special studies in order to address the interface treatment between Spruce Meadows and future urban development. Public input took the form of several open houses and information sessions as well as a formal public hearing held in accordance with the provisions of the *Municipal Government Act* prior to the adoption of the Plan by bylaw.

The result of the process is an ASP that will provide a “blueprint” for the future development of the area. The foundation of the ASP is embodied within the following guiding principles:

- **Creation of a Cohesive Residential Community**
- **Development of a Viable Suburban Employment Centre**
- **Achievement of a Compatible Relationship with Spruce Meadows**
- **Conservation of Sensitive Natural Wetlands**

These guiding principles underlie the future vision, policy statements and implementation actions that are contained within this ASP.

1.0 INTRODUCTION

1.1 Purpose of the Plan

Planning is the process of shaping the physical environment to achieve an orderly, economical and compatible pattern of urban growth. The process is complex involving many different levels of decision-making, with the most immediate planning document applied to the process in suburban areas being an area structure plan.

The purpose of an area structure plan is twofold. Firstly, it refines and implements The City's broader planning objectives as contained in its strategic planning documents (*i.e., The Calgary Plan, Calgary Transportation Plan*) by promoting development that is logical, compatible and sustainable. Secondly, an area structure plan guides and directs specific land use, subdivision, and development decisions that collectively determine the form that the planning area will take.

To accomplish this purpose, the plan must establish a broad framework for future development consisting of a vision, a land use concept, policy statements and implementation actions that work together to ensure that the plan is achieved. The framework should be concise, yet flexible. It should provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, the framework should accommodate creativity and innovation and be responsive to the ever-changing demands of the marketplace. In summary, an area structure plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 Authority of the Plan

The Southwest Community 'A' and Employment Centre/Mixed-Use Area Structure Plan (the "Plan") has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act*. Section 633 of the *Municipal Government Act*, which authorizes a Council to adopt an area structure plan, states:

> *(1)* ***For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an area structure plan.***
>
> *(2)* ***An area structure plan***
>
> *(a)* ***must describe***
>
> *(i)* ***the sequence of development proposed for the area,***
>
> *(ii)* ***the land uses proposed for the area, either generally or with respect to specific parts of the area,***

(iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and

(iv) the general location of major transportation routes and public utilities,

and

(b) may contain any other matters the council considers necessary.

The adopted area structure plan comprises Part 1 and includes the Appendices attached to this part. Part 2, Background Information, does not form part of the adopted area structure plan and has no legal status.

1.3 Timeframe of the Plan

The Plan is future-oriented and depicts how the planning area is to be developed over an extended period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected to be realized within a 20 to 25 year horizon.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road and utility rights-of-way.

1.4.2 Policy Interpretation

Where text accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the text and a policy, the policy will take precedence.

Where “shall” is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from, provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the policy is intended to be complied with in the majority of situations. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow for an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the subdivision approval or development permit approval stage.

Where a policy requires the submission of studies, analysis or information, that requirement shall not be considered to be all inclusive, and additional studies, analysis or information may be requested at the Outline Plan/Land Use Amendment stage.

1.4.3 Design Guideline Interpretation

The Design Guidelines contained within Appendix 1 address residential development in relation to Spruce Meadows. These guidelines shall be interpreted and applied in accordance with the policies contained in section 10.2, Design Evaluation.

The Design Guidelines contained within Appendix 2 address the function and size of each Joint Use Site (JUS) required within Community 'A'. The guidelines shall be applied at the Outline Plan/Land Use Amendment stage, but may be deviated from where determined appropriate without requiring an amendment to the Plan.

1.5 Amendment of the Plan

To make any change to the text or maps within this Plan, an amendment to the Plan shall be undertaken in accordance with the *Municipal Government Act*.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.

1.6 Monitoring of the Plan

The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, the policies shall be updated through the plan amendment process either generally or in response to a specific issue.

1.7 Background to the Plan

Background information pertaining to the Plan is contained in Part 2. This information will be updated from time to time to ensure that it remains accurate.

2.0 PLANNING AREA

2.1 Plan Application

The Plan applies to those lands comprising Community 'A' and the Employment Centre/Mixed-Use Area as shown on the Planning Area Map (Map 1). The Planning Area is located within the southwest quadrant of the city and encompasses approximately 429 hectares (1060 acres) of land. The area is bounded by the Transportation and Utility Corridor (TUC) containing Spruce Meadows Trail to the north, the city limits to the south, Spruce Meadows Way to the west, and Macleod Trail to the east.

Community 'A' and the Employment Centre/Mixed-Use Area form part of an extensive future urban area comprised of a series of communities. The relationship of Community 'A' and the Employment Centre/Mixed-Use Area to this future urban area is also shown on the Planning Area Map.

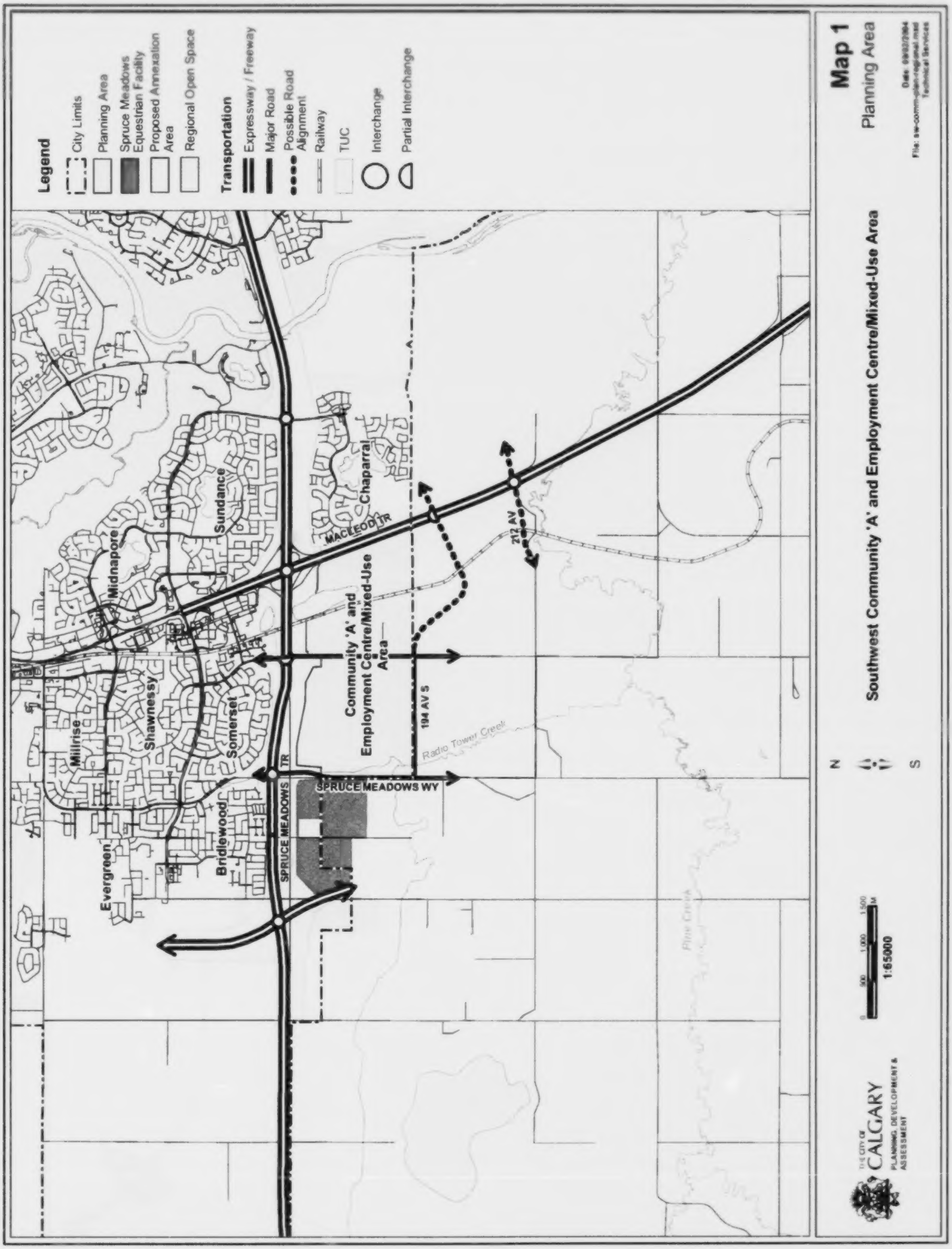
2.2 Residential Community

2.2.1 Structure

Community 'A' shall be considered to be one community. Accordingly, a single community name and related street names shall be applied to the area and the area will function in a cohesive manner in terms of the provision of schools, parks, a community centre and other social and recreational amenities. In addition, design measures will need to be introduced to minimize the barrier effect created by Sheriff King Street which divides the community, and to integrate residential development across this roadway.

2.2.2 Identity

In recognition of the relationship of Community 'A' to Spruce Meadows to the west, an equestrian theme will be encouraged and supported for this community. This will be achieved through such measures as the application of an equestrian based name to the community, as well as the introduction of street names, identification signage, building architecture and other social and recreational facilities and amenities that, in turn, support the equestrian theme. At the Outline Plan/Land Use Amendment stage, information should be submitted that demonstrates compliance with the above objective while recognizing that any proposal will need to be evaluated in accordance with established municipal approval processes prior to its acceptance.


Map 1
Planning Area
Southwest Community 'A' and Employment Centre/Mixed-Use Area
Technical Services
Legend
City Limits
Planning Area
Spruce Meadows Equestrian Facility
Proposed Annexation Area
Regional Open Space
Transportation
Expressway / Freeway
Major Road
Possible Road Alignment
Railway
TUC
Interchange
Partial Interchange
Millrise
Shawnessy
Midnapore
Sundance
Chaparral
Somerset
Bridlewood
Evergreen
MACLEOD TR
SPRUCE MEADOWS TR
SPRUCE MEADOWS WY
194 AV S
212 AV
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Radio Tower Creek
Pine Creek
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2.3 Employment Centre/Mixed-Use Area

2.3.1 Structure

The Employment Centre/Mixed-Use Area is located along Macleod Trail on the east side of the planning area. As the Employment Centre/Mixed-Use Area is expected to develop over the long term and is governed by a number of environmental, transportation, market and financial factors, its viability will be subject to further examination through the comprehensive planning process described in section 5.6.

2.3.2 Identity

In recognition of the integrated function of the Employment Centre/Mixed-Use Area, a uniform identity for the entire area will be encouraged and supported. This uniform identity will be achieved through the introduction of such measures as a common name applied to the entire area as well as street names, entrance signage, and other amenities that, in turn, reflect the common name. In this regard, as part of an Outline Plan/Land Use Amendment application, information should be provided that demonstrates compliance with the above objective while recognizing that any proposal will be subject to established municipal approval processes prior to its acceptance.

3.0 STRATEGY, VISION AND GOALS

3.1 Planning Strategy

The planning strategy forms the basis of the policy approach taken within the balance of the Plan. This strategy is embodied in the following guiding principles:

- **Creation of a Cohesive Residential Community**
- **Development of a Viable Employment Centre**
- **Achievement of a Compatible Relationship with Spruce Meadows**
- **Conservation of Sensitive Natural Wetlands**

The guiding principles are reflected in the following vision for the planning area.

3.2 Vision of the Future

By the year 2025, Community 'A' has developed into a **thriving and successful community** with some **17,000 residents** making it their home. It is a community in which you can walk, cycle or take transit to school, work and for many other daily activities.

The community is **well-defined** by the regional road network including Spruce Meadows Trail to the north, 194 Avenue to the south, the Macleod Trail corridor to the east, and Spruce Meadows Way to the west. These roads provide suitable access to the area as well as strong and direct connections to the city centre.

Immediately west of the planning area is Spruce Meadows, which is internationally recognized as a premier equestrian facility featuring world class riding competitions and associated horse boarding and breeding activities. A compatible interface exists between the Community and Spruce Meadows consisting of a **natural wetland** (Radio Tower Creek) and **estate housing** that is sensitively-designed through the provision of enhanced landscaping, fencing, screening and other measures.

The community is developed along an **equestrian theme** and has many common unifying elements including a number of distinct neighbourhoods. Each neighbourhood has a well-defined centre - a **neighbourhood node** - that serves as a social and transit focus. These nodes contain higher density housing, public open space, a bus stop, and where demand is sufficient, small retail or service uses such as a corner store, a coffee shop, or a daycare.

Located along the east boundary of the community is an **LRT/transit station** consisting of a concentration of higher density residential uses centered around a neighbourhood transit station/hub. This area emphasizes a pedestrian-oriented environment where residents find the short walk to the transit station, the attractive and comfortable waiting area, and the efficient transit service, more desirable than commuting by car. For residents who live beyond walking distances and choose to travel to the station by vehicle, the transit station/hub contains a **park 'n' ride** facility.

A **core commercial centre** located within the southern part of the community, is a thriving area anchored by a retail centre that provides goods and services sufficient to meet residents' daily needs. Although designed to accommodate vehicle traffic and on-site parking, the core commercial centre is clearly focused on providing pedestrian linkages within the site and to the community. The residential density near the core is fairly high making the core a vibrant place. People enjoy going to the core since its location is convenient whether driving, cycling, walking or using transit and it brings residents together for a variety of occasions.

An **employment centre** is located along Macleod Trail on the east side of the area. The centre contains offices and other business activities as well as retail centres and other complementary commercial development. The employment centre generates a concentration of suburban jobs and this, in turn, contributes to the reduction in commuter traffic to the city centre and provides opportunities for people to work in closer proximity to their homes.

A variety of **park space** is available to serve employees and residents alike. Smaller parks, to meet the **passive recreational needs** of the residents, are located throughout the residential neighbourhoods and provide younger residents with **creative play areas**. More **active recreational needs** - baseball and soccer - are accommodated at the public and separate school sites.

Bordering the Community are **two prominent natural wetlands**: the Radio Tower Creek Wetland on the west side; and the Priddis Wetland on the east side. These wetlands attract birdlife and accommodate nature trails, and they have been engineered to remain a lasting feature for the area. Indeed, the natural wetlands create a major regional focus and promote recreational opportunities for the community and the employment centre.

The **road network and pedestrian system** make getting around the community and employment centre easy and convenient. Streets have been designed not just for cars but as public spaces where people feel at ease strolling, cycling and socializing. Vehicular and pedestrian connections to important destinations within the community including the transit nodes, the core commercial centre and the transit station/hub, **are direct and convenient**.

*Overall, the area provides a strong **sense of community** and **viable employment opportunities**, which, in turn, contribute to a **quality suburban lifestyle** and a **healthy and vibrant city**.*

3.3 Goals of the Area

- **Strong Identity**

  To create a viable and cohesive community with a distinct identity.

- **Employment Opportunities**

  To offer employment opportunities that allow people to work in close proximity to where they live.

- **Complementary Interface**

  To ensure a compatible and complementary interface with Spruce Meadows to the west.

- **Commercial Vitality**

  To provide for a vital and attractive core commercial centre to meet the shopping needs of local residents.

- **Neighbourhood Focus**

  To encourage a sense of neighbourhood and provide a focal point for transit service and social interaction.

- **Housing Diversity**

  To accommodate a diversity of housing types to meet the needs of varying income groups and lifestyles.

- **Recreational Amenities**

  To satisfy the active and passive recreational needs of residents.

- **Educational Needs**

  To provide for a suitable number of public and separate school sites to meet the community's educational needs.

- **Public Facilities**

  To accommodate public facilities to serve the social, recreational and spiritual needs of residents.

- **Wetland Conservation**

  To protect the environmentally significant wetlands.

- **Transportation Network**

  To create a convenient and efficient road network, that balances the needs of motorists, pedestrians and cyclists.

- **Pedestrian and Cyclist Circulation**

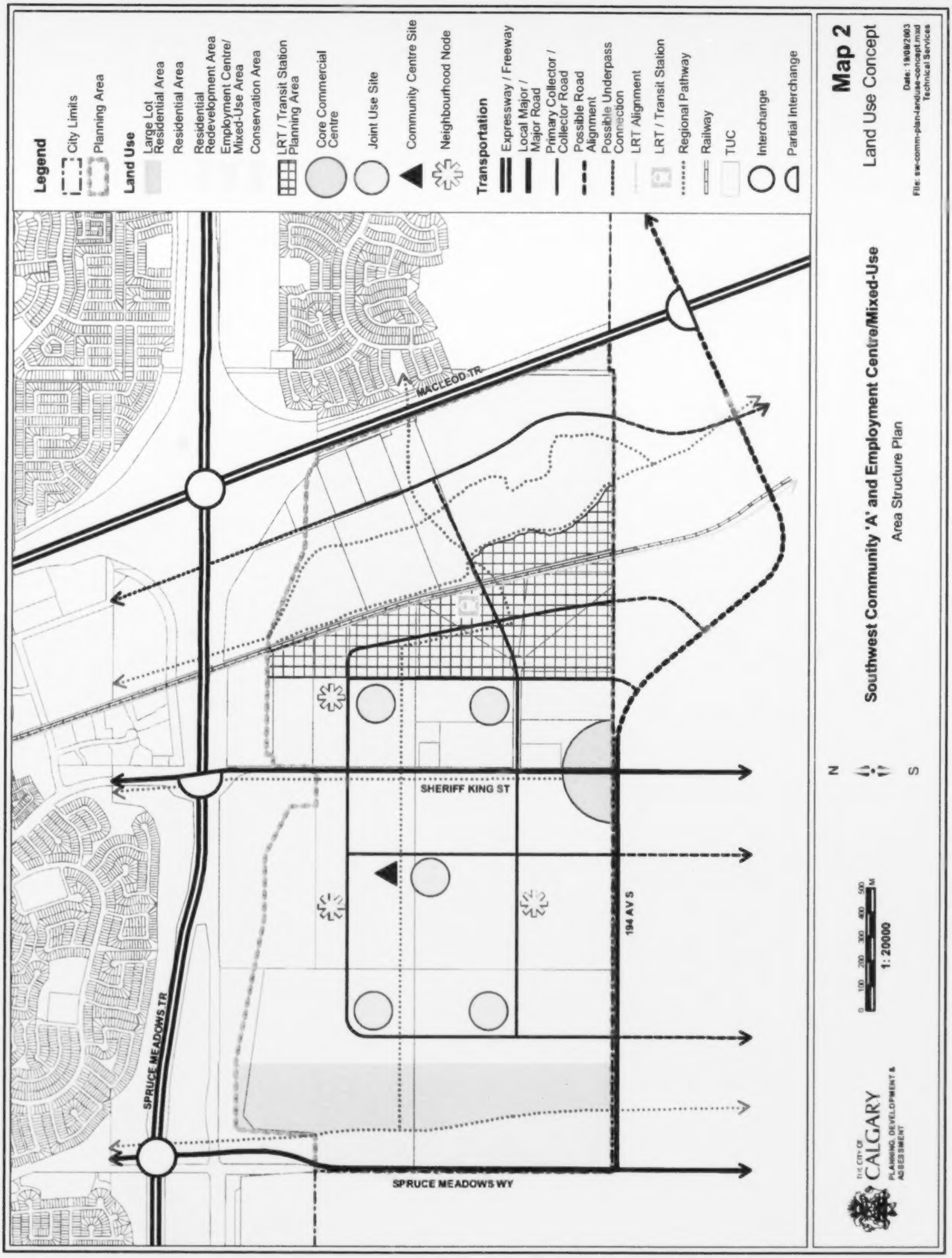
  To encourage walking and cycling as an alternative mode of travel.

- **Transit Service**

  To promote the use of public transit through effective urban design and efficient transit routing.

- **Utility Infrastructure**

  To provide waterworks, sanitary sewer, and stormwater sewer services, and other infrastructure, to meet the demands of suburban growth.


Legend
City Limits
Planning Area
Land Use
Large Lot Residential Area
Residential Area
Residential Redevelopment Area
Employment Centre/ Mixed-Use Area
Conservation Area
LRT / Transit Station Planning Area
Core Commercial Centre
Joint Use Site
Community Centre Site
Neighbourhood Node
Transportation
Expressway / Freeway
Local Major / Major Road
Primary Collector / Collector Road
Possible Road Alignment
Possible Underpass Connection
LRT Alignment
LRT / Transit Station
Regional Pathway
Railway
TUC
Interchange
Partial Interchange
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Map 2

Land Use Concept

Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Date: 19/08/2003
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Technical Services

4.0 LAND USE CONCEPT

4.1 Land Use Concept Map

The land use concept for Community 'A' and the Employment Centre/Mixed-Use Area is shown on the Land Use Concept Map (Map 2). This concept consists of a series of areas and symbols that define a future land use pattern for the area.

4.2 Policy Approach

Section 5.0 and 6.0 of the Plan contain policies that apply to the Land Use Areas and Land Use Symbols shown on the Land Use Concept Map.

The remaining sections of the Plan include policies addressing residential density, reserve dedication, co-ordinated development, interface treatment, transportation network, utility servicing, growth management, community development, planning review and implementation. These policies are to be applied to land use amendment, outline plan, subdivision and development proposals within Community 'A' and the Employment Centre/Mixed-Use Area as determined appropriate.

5.0 LAND USE AREAS

5.1 Residential Area

5.1.1 Purpose

The purpose of the Residential Area is to provide for a range of low density residential development. In addition, compatible and complementary medium density residential, high density residential, institutional, recreational, and local commercial uses may also be allowed within this area. Public parks and open space will be interspersed throughout the residential area to serve the recreational needs of the residents. The residential area comprises the majority of lands within the community and its design will be determined through the Outline Plan/Land Use Amendment process.

5.1.2 Policies

(1) Composition of Residential Area

(a) Subject to the policies of this Plan,

(i) low density residential uses shall be the predominant use of land within the Residential Area,

(ii) medium density residential uses, high density residential uses, institutional uses, recreational uses, local commercial uses, public uses, and similar and accessory uses to the above, may be allowed within the Residential Area where determined to be compatible and appropriate, and

(iii) open space shall be provided throughout the Residential Area to meet the active and passive recreational needs of residents.

(b) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Residential Area.

(2) Development of Residential Area

The design for the Residential Area shall be determined through the Outline Plan/Land Use Amendment process.

5.2 Large Lot Residential Area

5.2.1 Purpose

The purpose of this area is to provide for single-detached residential development on large estate lots located immediately to the east of the natural wetland and Spruce Meadows. In order to achieve a compatible interface with Spruce Meadows, the Large Lot Residential Area will be subject to special density and lot size requirements as well as an enhanced interface treatment achieved through building setbacks, fencing, grading, landscaping, and other measures addressed in the Design Guidelines contained in Appendix 1. As part of an Outline Plan/Land Use Amendment application, detailed plans and information will be required to be submitted addressing the design of this area.

5.2.2 Policies

(1) Composition of Large Lot Residential Area

(a) Subject to the policies of this Plan,

(i) the predominant use of land within the Large Lot Residential Area shall be single-detached dwellings on estate residential lots,

(ii) open space shall be provided within the Large Lot Residential Area to

(A) provide access to the natural wetland, and

(B) enhance the interface treatment,

and

(iii) public uses may be allowed where determined to be compatible and appropriate.

(b) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Large Lot Residential Area.

(2) Development of Large Lot Residential Area

The Large Lot Residential Area shall be

(i) a Special Density Area in accordance with section 7.2.2(2),

(ii) developed with minimum residential lot sizes of one third of an acre and to a maximum density of 7.4 units per gross developable hectare (3.0 units per gross developable acre), and

(iii) excluded from the gross developable area of the balance of the community for the purpose of calculating density.

5.3 Residential Redevelopment Area

5.3.1 Purpose

The purpose of this area is to provide for the redevelopment of the existing small holdings parcels located on the east side of the community. The area will accommodate low density residential development and may also contain medium density residential, high density residential, recreational, institutional and local commercial uses. In order to ensure that redevelopment occurs in a co-ordinated manner, a concept plan will be required at the Outline Plan/Land Use Amendment stage to demonstrate that a site together with the surrounding lands can be comprehensively developed.

5.3.2 Policies

(1) Composition of Residential Redevelopment Area

(a) Subject to the policies of this Plan

(i) the predominant use of land within the Residential Redevelopment Area shall be low density residential uses,

(ii) medium density residential uses, high density residential uses, institutional uses, recreational uses, local commercial uses and public uses, and similar and accessory uses to the above, may be allowed within the Residential Redevelopment Area where determined to be compatible and appropriate, and

(iii) open space shall be provided within the Residential Redevelopment Area to meet the active and passive recreational needs of residents.

(b) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Residential Redevelopment Area.

(2) **Development of Residential Redevelopment Area**

In conjunction with an Outline Plan/Land Use Amendment application within the Residential Redevelopment Area, plans and information shall be submitted to demonstrate that the proposal will be comprehensively and compatibly developed in the context of the immediately surrounding area.

5.4 LRT/Transit Station Planning Area

5.4.1 Purpose

The purpose of these policies is to provide for transit-supportive development adjacent to the Light Rail Transit (LRT) station. The future LRT station is planned as a “neighbourhood station” serving the surrounding residential area and consists of a walk-on platform. Prior to development of the LRT, the area will function as a transit station for a number of buses. Transit-supportive development refers to types and patterns of land use, increased densities, and an interconnected road pattern that encourage walking and cycling to the transit station/hub, and pedestrian routes that are facilitated and enhanced by landscaping, building orientation and building scale. Transit-supportive development should make transit a more convenient, accessible and efficient transportation choice for people. To achieve higher densities around the LRT/transit station, the LRT/Transit Station Planning Area will be considered to be a “special density area” that accommodates higher residential densities and a variety of housing forms.

5.4.2 Policies

(1) **Composition of the Transit Planning Area**

(a) Subject to the policies of this Plan,

(i) the predominant use of land within the LRT/Transit Station Planning Area shall be

(A) an LRT station,

(B) a transit station,

(C) a park-n-ride area,

(D) low and medium density residential uses, and

(E) local public park space,

and

(ii) high density residential uses, office uses, local commercial uses, institutional uses, recreational uses, public uses, and similar and accessory uses to the above, may be allowed within the LRT/Transit Station Planning Area where determined to be compatible and appropriate.

(b) The general categories of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the LRT/Transit Station Planning Area.

(2) Density within the LRT/Transit Station Planning Area

(a) The LRT/Transit Station Planning Area shall be

(i) a "special density area" in accordance with section 7.2.2(2),

(ii) excluded from the gross developable area of the balance of the community for the purpose of calculating density,

(iii) required to achieve a minimum density of 19.8 units per gross developable hectare (8.0 units per gross developable acre),

(iv) encouraged to achieve a minimum density of 25 units per gross developable hectare (10.0 units per gross developable acre),

(v) required to contain a minimum of 4.0 net developable hectares (10 net developable acres) of land developed to a minimum density of 62.5 units per net developable hectares (25 units per net developable acre), and

(vi) encouraged to accommodate a variety of housing forms.

(b) The highest density residential development within the LRT/Transit Station Planning Area should be located closest to the LRT/transit station; and, conversely, the lower density residential development should be located furthest from the LRT/transit station.

(3) Park 'n' Ride Facility within LRT/Transit Station Planning Area

(a) A park 'n' ride facility shall be required within the LRT/Transit Station Planning Area.

(b) The park 'n' ride facility shall

(i) contain a suitable area for bicycle parking and lock-up facilities,

(ii) accommodate 250 parking stalls,

(iii) be designed to reduce the visual impact of surface parking, and

(iv) provide for safe and direct connections to the LRT station.

(c) Medium or high density residential uses, in preference to the park 'n' ride facility, should locate immediately adjacent to the LRT station.

(4) Transit Station within LRT/Transit Station Planning Area

A transit station containing a bus staging facility of a suitable size shall be required within the LRT/Transit Station Planning Area adjacent to the future LRT.

(5) Road Network within the LRT/Transit Station Planning Area

(a) The road network within the LRT/Transit Station Planning Area shall provide for interconnected and parallel streets particularly in the area immediately surrounding the LRT/Transit Station.

(b) While allowed on a limited and select basis only, the use of cul-de-sacs, p-loops and similar self-contained road patterns should be minimized within the LRT/Transit Station Planning Area.

(6) Pedestrian Linkages within the LRT/Transit Station Planning Area

(a) Pedestrian linkages within the LRT/Transit Station Planning Area shall consist predominantly of a contiguous sidewalk system that emphasizes the public street and creates direct and contiguous routes to the LRT/transit station.

(b) Walkways and pathways may be provided only where the sidewalk system required under (a) cannot be practically achieved.

(c) Where public walkways and pathways are used as part of the primary pedestrian network to the transit station,

(i) walkways should be strategically located to provide convenient access, and

(ii) pathways should be appropriately lit.

(7) Building Orientation within the LRT/Transit Station Planning Area

(a) Building entrances adjacent to the LRT/transit station should be oriented toward the station.

(b) The design of the LRT/transit station shall be integrated with nearby buildings, public spaces and other features.

(8) Comprehensive Planning of the LRT/Transit Station Planning Area

(a) In order to ensure the comprehensive planning of the area, where the entire LRT/Transit Station Planning Area is not contained within the same Outline Plan/Land Use Amendment application, a concept plan for the remaining portion of the LRT/Transit Station Planning Area shall be required to be submitted.

(b) An Outline Plan/Land Use Amendment application within the LRT/Transit Station Planning Area shall include, but is not limited to,

(i) a density analysis verifying that the proposal complies with the applicable density requirements as contained within subsection (2), and

(ii) a planning report providing information on the land use composition for the LRT/Transit Station Planning Area, including a description of any proposed non-residential development.

5.5 Conservation Area

5.5.1 Purpose

The purpose of this area is to provide for the protection of environmentally significant lands within Community 'A' and the Employment Centre/Mixed-Use Area, notably the natural wetlands bordering the west and east sides of the community. These wetlands will form part of an integrated natural open space system that extends through the area serving as a passive and active recreational amenity. It is anticipated that significant portions of the wetlands within the Conservation Area may be required to be dedicated as Environmental Reserve in accordance with the *Municipal Government Act*.

5.5.2 Policies

(1) Composition of Conservation Area

(a) Subject to the policies of this Plan,

(i) recreational uses, in the form of natural parks and low intensity and unstructured recreational facilities, shall be the predominant use of land within the Conservation Area, and

(ii) public uses, in the form of roads, pathways, utilities and stormwater facilities, may be allowed to locate within the Conservation Area where determined to be necessary and appropriate.

(b) The general classifications of uses identified under subsection (1)(a) shall be refined through the Land Use Districts applied within the Conservation Area.

(2) Development within Conservation Area

Notwithstanding subsection (1) where lands within the Conservation Area are not dedicated as reserve land, acquired through purchase or protected by the application of land use controls in accordance with the policies of section 8.0, the lands shall be considered to be appropriate for urban development and the policies of the adjacent land use area shall apply without requiring an amendment to the Plan.

5.6 Employment Centre/Mixed-Use Area

5.6.1 Purpose

The purpose of this area is to provide for the future development of an employment centre containing office and other business-related uses. The area is well situated along the South Macleod Trail corridor and identified for employment-oriented development in Calgary's Municipal Development Plan. At the same time, access to the area is constrained by environmental, market and transportation factors that will require further review; and, these constraints may be significant enough to render the area unviable as an employment centre. As such, prior to Outline Plan/Land Use approval occurring within the area, a comprehensive review will need to be completed that will provide for the evaluation and balancing of the constraints affecting the area. This will involve the preparation of an Access Feasibility Study, that will address the key access constraints that exist, and a Land Use Analysis, that will define a detailed land use pattern and road network for the area. Following the comprehensive review, appropriate plan amendments will need to be undertaken that will apply specific policies to the area in order to create a framework for subsequent Outline Plan/Land Use Amendment approvals.

5.6.2 Policies

(1) Composition of Employment Centre/Mixed-Use Area

(a) Subject to the results of the comprehensive review required under Policy (2),

- (i) employment-oriented uses shall be the predominant use of land within the Employment Centre/Mixed-Use Area,

- (ii) local commercial uses, institutional uses, recreational uses and public uses, and similar and accessory uses to the above, may also be allowed, within the Employment Centre/Mixed-Use Area where such uses complement and support the function of the area,

- (iii) retail commercial uses, secondary commercial uses and service commercial uses may also be allowed within the Employment Centre/Mixed-Use Area where such uses will

  - (A) be located in select and well-defined sites within the area containing convenient access and high visibility,

  - (B) not compromise the employment function of the area due to their scale, location or composition, and

  - (C) be compatible and appropriate in the context of the area,

  and

- (iv) medium and high density residential uses may be allowed within the Employment Centre/Mixed-Use Area where the residential use will be compatible and appropriate within the context of the area.

(b) Until such time as a comprehensive review of the Employment Centre/ Mixed-Use Area is completed in accordance with Policy (2),

- (i) an Outline Plan/Land Use Amendment application to accommodate the uses identified in subsection (1)(a) shall not be approved within the Employment Centre/Mixed-Use Area, and

- (ii) where determined to be compatible and appropriate, the predominant use of land within the Employment Centre/Mixed-Use Area shall only include

(A) low intensity uses allowed under the Urban Reserve District,

(B) existing uses located on a site prior to the adoption of this Plan, and

(C) temporary uses that will not compromise the ultimate urban development on the site.

(d) The general categories of uses identified under subsection (1)(a) and (b) shall be refined through the Land Use Districts applied to the Employment Centre/Mixed-Use Area.

(2) Development of Employment Centre/Mixed-Use Area

(a) Prior to approval of an Outline Plan/Land Use Amendment application within the Employment Centre/Mixed-Use Area

(i) a comprehensive review of the area shall be completed, consisting of

(A) an Access Feasibility Study, and

(B) a Land Use Analysis,

and

(ii) an amendment to the Land Use Concept Map and the policies of the Plan shall be undertaken that reflects the results of the comprehensive review recognizing that this review may either

(A) confirm the established policy to develop an employment centre within this area, or

(B) require a reassessment of the potential to develop an employment centre in this location given the constraints that exist.

(b) The Access Feasibility Study shall

(i) evaluate the proposed south and west accesses to the Employment Centre/Mixed-Use Area from a transportation, market, environmental and financial perspective, and

(ii) include, but not be limited to,

(A) a Market Analysis to identify the demand for and timing of employment-oriented and commercial development,

        - (B) a Design Analysis to examine in detail the proposed west and south roadway accesses to the area,
        - (C) a Land Acquisition Analysis to determine the public lands to be dedicated as reserve or otherwise acquired within the area, and
        - (D) a Biophysical Impact Assessment to address the impact of access roads on the Priddis wetland.

- (c) The Land Use Analysis shall
    - (i) where an employment centre is determined to be viable in this location, provide a more detailed analysis and description of the land use pattern for the area in accordance with the requirements of Policy (1), or
    - (ii) where an employment centre is determined to be unviable in this location, address the alternative future land uses to be accommodated within the area,

      and
    - (iii) contain a Concept Plan for the area that identifies
        - (A) a land use pattern,
        - (B) a road network, and
        - (C) a utility servicing system,

      and
    - (iv) include a Development Staging Plan for the area that addresses
        - (A) the staging of development within the area,
        - (B) the sequence of major utility and roadway infrastructure improvements necessary to support each stage, and
        - (C) the responsibility for and timing of financing of the major utility and roadway infrastructure improvements.
- (d) Based upon the Access Feasibility Study and Land Use Analysis, the Plan amendment process shall establish a revised and detailed policy framework to guide and direct subsequent Outline Plan/Land Use Amendment approvals for all or a portion of the Employment Centre/ Mixed-Use Area as determined appropriate.

6.0 LAND USE SYMBOLS

6.1 Neighbourhood Nodes

6.1.1 Purpose

The purpose of Neighbourhood Nodes is to provide a transit and/or social focus for the surrounding residential area. Two distinct types of Neighbourhood Nodes will be developed within the community: Neighbourhood (transit-oriented) Nodes and Neighbourhood (activity-oriented) Nodes. The main function of “transit-oriented” nodes is to encourage and support public transit use. These nodes will contain a concentration of higher density housing adjacent to transit stops. The transit stops should include transit shelters and amenities designed to provide a comfortable waiting environment (e.g., benches, route maps and adequate lighting).

The main function of “activity-oriented” nodes is to create a social focus for the neighbourhood. These nodes will contain a mix of residential housing, a park or public space and one or more uses that are community-oriented. Connectivity of the node to the surrounding neighbourhood will be achieved through the convergence of roads and pathways on the node. The design of these nodes will ensue a strong pedestrian orientation and emphasize the street as the focus of neighbourhood activity.

6.1.2 Policies

(1) Composition of Neighbourhood Nodes

(a) Subject to the policies of this Plan, a Neighbourhood (transit-oriented) Node

(i) shall contain

(A) one or more transit stops, and

(B) a concentration of housing,

and

(ii) where determined appropriate, may contain

(A) a school or park, and

(B) institutional, recreational, local commercial or other uses that complement and support the transit function of the Neighbourhood Node.

(b) Subject to the policies of this Plan, a Neighbourhood (activity-oriented) Node

(i) shall contain

(A) a mix of housing types,

(B) a park or public space that is centrally-located, and

(ii) may contain

(A) a neighbourhood commercial centre,

(B) a faith facility,

(C) a recreational centre,

(D) a community centre,

(E) a school,

(F) other uses that complement and support the activity-focus of the Neighbourhood Node.

(2) Transit Service to Neighbourhood Nodes

The transit bus stops within a Neighbourhood (transit-oriented) Node shall contain related transit-service amenities such as an attractive shelter and seating for pedestrians, convenient passenger drop-offs, route maps, telephones, and adequate lighting as determined appropriate.

(3) Density of Neighbourhood Nodes

(a) A Neighbourhood (transit-oriented) Node shall comprise a minimum of 2.0 net developable hectares (4.9 net developable acres) of land containing a minimum of 38 units per net developable hectare (15.3 units per net developable acre) located immediately adjacent to the transit stop(s).

(b) A Neighbourhood (activity-oriented) Node shall contain a minimum of 1.0 net developable hectares (2.5 net developable acres) of land containing a mix of housing forms other than single-detached residential units.

(c) At the Outline Plan/Land Use Amendment stage, detailed information shall be submitted addressing the composition and density of residential development within a Neighbourhood Node.

(4) Allocation of Neighbourhood Nodes

(a) The number of Neighbourhood Nodes shown on the Land Use Concept Map is not considered to be final, and additional Neighbourhood Nodes may be required to be provided within the community at the Outline Plan/Land Use Amendment stage as determined appropriate without requiring an amendment to the Plan.

(b) A Neighbourhood Node shall be identified as "transit-oriented" or "activity-oriented" at the Outline Plan/Land Use Amendment stage.

(5) Connections to Neighbourhood Nodes

(a) The road pattern and pedestrian routes from the surrounding residential area should converge at the Neighbourhood Node providing multiple and convenient connections to the node from the surrounding residential area for vehicle, pedestrian and bicycle traffic.

(b) A Neighbourhood (transit-oriented) Node shall be located on the collector road network.

(c) A Neighbourhood (activity-oriented) Node

- (i) shall be located in an appropriate location relative to the surrounding neighbourhood, and
- (ii) may be located off the collector road network.

6.2 Joint Use Sites

6.2.1 Purpose

The purpose of the Joint Use Site (JUS) Area is to provide for the development of public and separate schools together with sports fields and recreational areas on sites dedicated as creditable reserve land and jointly owned by The City and the respective school board(s). Joint Use Sites will be interspersed throughout the community to maximize their student catchment area. The design of a JUS will be determined at the Outline Plan/Land Use Amendment stage in accordance with the requirements of the Joint Use Co-ordinating Committee and the Subdivision Authority. Appendix 2 contains guidelines addressing the function and size of the Joint Use Sites identified on the Land Use Concept map.

6.2.2 Policies

(1) Composition of Joint Use Sites

Subject to the policies of this Plan, the predominant use of land within a Joint Use Site shall be public educational and recreational uses including but not limited to public and separate schools, sports fields, parks and playgrounds.

(2) Size of Joint Use Sites

The size of a Joint Use Site should be determined through the Outline Plan/ Land Use Amendment process in accordance with the requirements of the Subdivision Authority having regard to Appendix 2 – Design Guidelines Joint Use Sites.

(3) Layout of Joint Use Sites

Prior to Outline Plan/Land Use Amendment approval, a concept plan showing the proposed layout for a Joint Use Site shall be prepared to the satisfaction of the Subdivision Authority and having regard to the standards of the Joint Use Co-ordinating Committee.

6.3 Community Centre Site

6.3.1 Purpose

The purpose of this site is to accommodate a community centre to serve the physical, social and recreational needs of the community. This Community Centre Site is shown conceptually on the Land Use Concept map and its exact size, location and configuration will be determined at the Outline Plan/Land Use Amendment stage.

6.3.2 Policies

(1) Composition of Community Centre Site

The Community Centre Site shall comprise municipal reserve land that is suitably sized and configured to accommodate a community centre serving the southwest community.

(2) Size of Community Centre Site

The Community Centre Site shall contain from 1.2 hectares (3.0 acres) to 1.6 hectares (4.0 acres) of municipal reserve land.

(3) Design of Community Centre Site

The Community Centre Site shall

(i) accommodate the required buildings, facilities and amenities (e.g., paved multi-use courts, skating and hockey rinks, meeting rooms, etc.),

(ii) contain sufficient on-site parking,

(iii) be compatible with the adjacent residential development, and

(iv) be integrated with a joint use site.

6.4 Core Commercial Centre

6.4.1 Purpose

The purpose of this area is to create a community-oriented commercial development that is strategically located within the community as well as establish the criteria and a review process for evaluating the core commercial centre. The core is considered integral to community development and should contain a cohesive grouping of retail and service commercial uses integrated with complementary uses such as a recycling depot, a park, a faith facility and multi-dwelling residential development. In addition, the design should include strong and direct vehicle and pedestrian connections within the site and to the surrounding area. The commercial centre is required to contain a minimum gross floor area; however, the site design, size and composition of the centre will be determined through the Outline Plan/Land Use Amendment process.

6.4.2 Policies

(1) Composition of Core Commercial Centre

Subject to the policies of this Plan,

(i) the predominant use of land within the Core Commercial Centre shall be retail and service commercial uses located within a comprehensively planned commercial centre,

(ii) in order to create a cohesive shopping, living and leisure environment within or adjacent to the Core Commercial Centre

(A) a site large enough to accommodate a community-scale food store or some other community-related anchor tenant should be provided, within the centre,

(B) institutional and recreational uses that complement and support the centre, and community facilities and public uses, including a city-owned and operated recycling depot, should be provided as determined appropriate, and

(C) medium density residential uses shall be required to be located immediately adjacent to the centre,

and

(iii) direct and efficient road, pedestrian, and pathway connections that converge on the centre from the surrounding residential area shall be provided.

(2) Transit Service to Core Commercial Centre

(a) The Core Commercial Centre shall be served by public transit and contain transit bus stops.

(b) Higher quality transit stops within the Core Commercial Centre containing an attractive shelter and seating for pedestrians, convenient passenger drop-offs, telephones and adequate lighting where determined appropriate should be provided.

(3) Size of Core Commercial Centre

(a) The commercial site located within the Core Commercial Centre as shown generally on the Land Use Concept map shall comprise a minimum of 2.4 net developable hectares (5.9 net developable acres) of commercial land.

(b) Subject to subsection (3)(a), the size of the Core Commercial Centre shall be consistent with a community-scale commercial centre.

(4) Residential Density within Core Commercial Centre

The Core Commercial Centre shall be integrated with a minimum of 2.0 net developable hectares (4.9 net developable acres) of residential land developed to a minimum density of 38 units per net developable hectare (15.3 units per net developable acre) and located adjacent to a transit stop(s).

(5) Design of the Core Commercial Centre

(a) As determined appropriate, the design of the Core Commercial Centre shall be pedestrian-oriented consisting of, but not limited to,

- (i) internal pedestrian routes to buildings and amenities,
- (ii) a central amenity area that integrates commercial buildings with adjacent related uses and includes walking, social, and meeting areas,
- (iii) predominantly smaller-scale businesses and shops,
- (iv) street oriented buildings, and
- (v) strong and convenient pedestrian connections to adjacent residential development.

(b) In conjunction with an Outline Plan/Land Use Amendment application, a design concept for the entire Core Commercial Centre should be submitted to demonstrate that the site can achieve the requirements of 5(a) above.

(c) The Core Commercial Centre should be designed and developed in an integrated and co-ordinated manner among the different ownership areas in which the centre is located.

(6) Context of Core Commercial Centre

A Core Commercial Centre site shall

- (i) provide for a compatible interface treatment with adjacent development,
- (ii) minimize the intermixing of commercial and residential traffic on internal roads within an adjacent residential area,
- (iii) contain a visually appealing site design and landscaping treatment particularly when visible from roads with higher volumes of traffic,
- (iv) be suitably integrated with other residential, institutional, recreational, and public uses within or adjacent to the site, and
- (v) connect to local and regional pathways, and be conveniently and directly accessible to pedestrians both within and adjacent to the site.

7.0 DENSITY POLICIES

7.1 Density Range

7.1.1 Purpose

The purpose of these policies is to ensure that residential development in Community 'A' occurs within an acceptable density range in order to reduce land consumption and servicing costs and to promote transit use. Accordingly, the policies establish a target density range for the community. Compliance with this target density range will be evaluated at the Outline Plan/Land Use Amendment stage as well as the Subdivision Approval stage and, if necessary, the Development Approval stage.

7.1.2 Policies

(1) Density Range

The required residential density to be achieved within the community shall be a minimum of 14.8 units per gross developable hectare (6.0 units per gross developable acres) and a maximum of 19.8 units per gross developable hectare (8.0 units per gross developable acre).

(2) Application of Density Range

At the Outline Plan/Land Use Amendment stage, the density requirements of subsection (1) shall apply to

(a) each ownership area in a community, unless two or more land owners enter into a satisfactory arrangement that ensures that the density requirements will be met through a transfer of units among the ownership areas, and

(b) each Outline Plan/Land Use Amendment submission in the community, unless a developer can demonstrate that any inconsistency with the density requirements can be addressed through a future Outline Plan/ Land Use Amendment submission in the community.

7.2 Density Flexibility

7.2.1 Purpose

The purpose of these policies is to allow for exceptions to the density range identified in section 7.1. The exceptions would be allowed in two circumstances: where Council grants a variance to the density range in accordance with established criteria and the provisions of section 1.4.2 of this Plan; or, where Council identifies lands as a Special Density Area and accordingly applies specific density requirements to those lands through policy statements within this Plan. Both exceptions are introduced in recognition that unique circumstances may arise that support a lower or higher density on a site.

7.2.2 Policies

(1) Variance to Density Range

The density range required in Policy 7.1.2(1) may be varied on a site specific basis in accordance with section 1.4.2 of this Plan and provided that the proposed density

(a) will not compromise the ability of other sites to achieve the density range required by Policy 7.1.2(1), and

(b) in the case of a density above 19.8 units per gross developable hectare (8.0 units per gross developable acre), the higher density

  (i) can be accommodated by the transportation network and utility servicing system, and

  (ii) can be effectively served by schools and other essential services and amenities.

(2) Application of Special Density Area

(a) Where determined appropriate, Council may identify an area as a Special Density Area within the Plan.

(b) Within an area identified as a Special Density Area,

  (i) the density requirements of Policy 7.1.2(1) shall not apply, and

  (ii) density policies shall be introduced as determined appropriate and consistent with the planning objectives for the area.

8.0 RESERVE POLICIES

8.1 Creditable Reserve

8.1.1 Purpose

The purpose of these policies is to provide for the dedication of reserve land in order to meet the educational and recreational needs of a community. Creditable reserve owing on lands being subdivided will be dedicated as reserve land rather than being paid as money in lieu of land. Reserve will be used to create joint use sites, a variety of parks such as neighborhood parks, sub neighborhood parks and linear parks, and to accommodate community and recreational facilities. Most decisions on creditable reserve dedication will be made at the Outline Plan/Land Use Amendment stage.

8.1.2 Policies

(1) Dedication of Creditable Reserve

(a) Within Community 'A', creditable reserve should be dedicated through the subdivision process as reserve land in the full amount owing as opposed to the payment of money in lieu of reserve land.

(b) Within the Employment Centre/Mixed-Use Area, creditable reserve should be dedicated through the subdivision process as reserve land, money-in-lieu of reserve land, or a combination, in the full amount owing.

(2) Voluntary Dedication of Creditable Reserve

A developer may be allowed to dedicate creditable reserve land in excess of the requirements of the *Municipal Government Act* on a voluntary basis through the subdivision process subject to a site specific evaluation and acceptance of the proposal by the Approving Authority.

(3) Deferral of Creditable Reserve

The Subdivision Authority may register a deferral of reserve against the title of a parcel of land owing creditable reserve in order to defer a decision on reserve pending the future subdivision of a parcel and provided that the parcel will retain its potential for further subdivision.

8.2 Environmental Reserve

8.2.1 Purpose

The purpose of these policies is to provide a basis for making decisions on the dedication of environmental reserve (ER) within Community 'A' and the Employment Centre/Mixed-Use Area. The dedication of ER will mainly occur within the Conservation Area as shown on the Land Use Concept map but may also involve natural wetlands or other environmentally significant features located outside this area. A natural wetland or other environmentally significant feature will be required to be dedicated as ER land in accordance with the *Municipal Government Act*. Where this is not possible or feasible, other alternatives for addressing the conservation and protection of the wetland or other feature will be considered.

8.2.2 Policies

(1) Dedication of Environmental Reserve

Lands within the Conservation Area, or elsewhere within the planning area, comprising environmentally significant areas that qualify as ER under the *Municipal Government Act*, should be dedicated as ER through the subdivision process.

(2) Voluntary Dedication of Environmental Reserve

ER may be allowed to be dedicated in excess of the requirements of the *Municipal Government Act* on a voluntary basis through the subdivision process subject to a site specific evaluation of the proposal by the Subdivision Authority.

(3) Alternative Protection of Environmentally Significant Areas

(a) Where determined practical and feasible, lands within the Conservation Area, comprising environmentally significant areas that do not qualify as ER under the *Municipal Government Act* may be protected in their natural state through alternative means as determined appropriate by Council or an Approving Authority including, but not limited to

(i) dedication of the lands as municipal reserve,

(ii) purchase of the lands,

(iii) application of development controls to ensure mandatory protection of the lands, or

(iv) introduction of development incentives to encourage voluntary conservation of the lands.

(b) Development controls and incentives under subsection (3)(a)(iii) and (iv) may include, but are not limited to

   (i) density bonusing systems,

   (ii) building setbacks,

   (iii) site grading restrictions, and

   (iv) enhanced landscaping treatments.

8.3 Natural Wetlands on Reserve Land

8.3.1 Purpose

The purpose of these policies is to provide for the protection of natural wetlands dedicated as reserve land. The policies require that these wetlands be engineered to remain sustainable in an urban context, be retained in a natural state except for the introduction of compatible recreational facilities and not be graded or otherwise disturbed along their shoreline. The policies also specifically address engineering of the major westerly and easterly wetlands bordering the community.

8.3.2 Policies

(1) Protection of Natural Wetlands Dedicated as Reserve Land

(a) A natural wetland that is dedicated as environmental reserve or otherwise acquired or protected as reserve land shall be retained in a natural state except for

   (i) the addition of passive recreational amenities such as pathways, benches and viewing areas considered necessary to enhance the public engagement or access to the area,

   (ii) naturalized planting or landscaping considered necessary to restore the wetland and its immediate shoreline, and

   (iii) engineering improvements considered necessary to integrate the area with surrounding development and ensure its sustainability within an urban context.

(b) In so far as practical and possible, additional creditable reserve land or other public or private open space should be provided in conjunction with ER land comprising a natural wetland to protect and enhance the wetland.

(c) Urban development adjacent to a natural wetland dedicated as reserve land shall be integrated and designed to

  (i) create a compatible interface with the wetland, and

  (ii) enhance the integrity and sustainability of the wetland.

(2) Grading of Natural Wetlands Dedicated as Reserve Land

(a) No grading or other land disturbance of a natural wetland dedicated as environmental reserve shall be allowed.

(b) The grading of land for urban development adjacent to the east side of the westerly wetland located within the Conservation Area shall

  (i) not allow drainage flows from public roads to enter this wetland, and

  (ii) except for drainage from portions of the interfacing lots, avoid drainage flows from private lands being directed toward this wetland.

(3) Sustainability of Natural Wetlands Dedicated as Reserve Land

(a) A natural wetland that is dedicated as reserve land shall be engineered as necessary to remain sustainable and viable over the longer term.

(b) The westerly wetland (Radio Tower Creek Wetland) shall provide for drainage flows from the north through the Transportation and Utility Corridor and from the west through Spruce Meadows Way necessary to retain a sustainable water level.

(c) The easterly wetland (Priddis Wetland) shall be engineered to the extent necessary to ensure that drainage flows to this wetland

  (i) are retained to ensure its long term sustainability,

  (ii) can be adjusted over time to approximate natural conditions, and

  (iii) are managed through appropriate drainage flow control mechanisms.

(4) Restoration of Natural Wetlands Dedicated as Reserve Land

(a) The southerly portion of the westerly wetland (Radio Tower Creek Wetland) should be restored through such measures as channelization, naturalized landscaping and bank enhancement in order to improve the quality of the wetland and mitigate impacts resulting from any encroachment into the wetland by Spruce Meadows Way.

(b) The easterly wetland (Priddis Wetland) shall be restored as determined appropriate, particularly at the location of any road crossings.

(5) Evaluation of Natural Wetlands Dedicated as Reserve Land

Prior to Outline Plan/Land Use Amendment approval, where a natural wetland is proposed to be located on reserve land, information should be submitted to assist in the evaluation of the proposal including

(a) a Stormwater Management Report,

(b) a Conceptual Design Plan,

(c) a Preliminary Grading Plan,

(d) a Restoration/Landscape Plan,

(e) a Biophysical Impact Assessment, and

(f) such information determined necessary to demonstrate compliance with

  (i) the policies of the Plan, and

  (ii) the established policies, guidelines and standards of The City.

(6) Development Adjacent to Wetlands Dedicated as Reserve Land

The developer(s) of lands adjacent ot the Priddis and Radio Tower Creek Wetlands shall be required to

(a) re-naturalize any buffer zone dedicated as reserve,

(b) create a naturalized interface transition with the back of adjacent properties, and

(c) encourage the use of native species in the landscaping of adjacent yards.

8.4 Stormwater Facilities on Reserve Land

8.4.1 Purpose

The purpose of these policies is to provide a basis for addressing the development of stormwater facilities on reserve land. These policies are intended to augment the already approved policies, standards and guidelines relating to this matter. As such, the policies focus on wet ponds and, in particular, engineered stormwater wetlands on environmental reserve and the circumstances under which such a proposal will be acceptable.

8.4.2 Policies

(1) Stormwater Ponds on Reserve Land

(a) A stormwater pond shall be located on a public utility lot wherever possible.

(b) Notwithstanding subsection (1)(a), and subject to the applicable policies, guidelines and standards in effect addressing stormwater ponds on reserve land

  (i) stormwater detention (dry) ponds may be allowed to locate on lands dedicated as creditable reserve land provided that

    (A) a maximum of one third of the creditable reserve land dedicated within the community is encumbered by dry ponds, and

    (B) a maximum of one third of the creditable reserve land on a landownership basis is encumbered by dry ponds, unless landowners within the community agree to apply this requirement to their combined ownership areas,

  and

(ii) an engineered stormwater wetland may be allowed to be located on lands dedicated as environmental reserve where the ER comprises

(A) a man-made wetland that is to be dedicated as ER on a voluntary basis, and is determined to be acceptable and beneficial to the area subject to a planning, engineering and financial analysis, or

(B) a natural wetland that is required to be integrated into the stormwater management system to ensure its sustainability in an urban context.

(2) Design of Stormwater Ponds on Reserve Land

Where an engineered stormwater wetland is dedicated as ER, the pond shall be

(a) designed and managed in a satisfactory manner, and

(b) developed to provide a quality wildlife habitat and suitable recreational opportunities.

9.0 CO-ORDINATED PLANNING

9.1 Conceptual Design Plan

9.1.1 Purpose

The purpose of these policies is to ensure that the planning and development of a site will occur in a co-ordinated and comprehensive manner in relation to adjacent lands, particularly in the case of fragmented ownership. The policies require the submission of a conceptual design plan at the Outline Plan/Land Use Amendment stage for the adjacent lands. This design plan will need to demonstrate that reasonable development options are retained for these lands in the future, and the plan should be circulated to the adjacent landowners for review and comment.

9.1.2 Policies

(1) Conceptual Planning of Adjacent Lands

Where determined appropriate, in conjunction with an Outline Plan/Land Use Amendment application, a conceptual Design Plan shall be submitted that demonstrates that the adjacent lands under different ownership can be subdivided and developed in a co-ordinated and comprehensively planned manner in conjunction with the lands that are the subject of the application.

(2) Supporting Information for Conceptual Planning

In conjunction with the Design Plan, supporting information should be provided for the Plan area including, but not limited to,

(a) a Preliminary Grading Plan,

(b) a Servicing Plan, and

(c) a Landownership Plan.

(3) Review of Conceptual Planning

The conceptual Design Plan should be circulated to each landowner within the Plan area, and any other landowner determined to be affected, for review and comment.

(4) Status of Conceptual Design Plan

The conceptual Design Plan

(i) shall be used to evaluate the subject and future Outline Plan/Land Use Amendment applications in the area, and

(ii) may be revised with any subsequent Outline Plan/Land Use Amendment application, as deemed necessary.

9.2 Public Land Acquisition

9.2.1 Purpose

The purpose of these policies is to provide a process for the acquisition of lands required to accommodate public uses particularly in situations involving multiple landowners. The policies address the acquisition of lands for joint use sites, road rights-of-way and stormwater retention facilities. In most cases, these lands can be required to be dedicated through the subdivision approval process. However, where this is not possible, the purchase of land for these public uses by The City may be necessary. The method of acquiring the lands should be resolved at the Outline Plan/Land Use Amendment stage.

9.2.2 Policies

(1) Comprehensive Planning of Public Lands

Prior to Outline Plan/Land Use Amendment, where a joint use site, road right-of-way or public utility lot is required within two or more landownership areas,

(i) a concept plan for the entire joint use site, road right-of-way or public utility lot should be prepared, and

(ii) the portion of the site to be dedicated as reserve land, road right-of-way or public utility lot through the subdivision process should be identified.

(2) Purchase of Public Lands

Prior to Outline Plan/Land Use Amendment approval, where lands required for a joint use site, road right-of-way or public utility lot cannot or likely will not be dedicated through the subdivision process,

(i) the method and timing of acquisition of the lands should be identified, and

(ii) where a proposed land purchase is required from a landowner, the method of funding by the appropriate municipal authority should be resolved.

(3) Landowner Co-operation in Locating Public Lands

Where a joint use site, road right-of-way or public utility lot is required within two or more landownership areas

(i) landowners should be encouraged to co-operate in determining its location, and

(ii) in the event that the location cannot be co-operatively determined among the affected landowners, the location may be imposed by Council or the Approving Authority.

(4) Maximum Dedication of Public Lands

Joint use sites, road rights-of-way and public utility lots should be located within landownership areas to

(i) maximize the amount of land dedication through the subdivision process, and

(ii) minimize the amount of land needed to be acquired through purchase or other means.

(5) Innovative Acquisition of Public Lands

(a) Where lands cannot be dedicated through the subdivision process, innovative methods of acquiring land for joint use sites, road rights-of-way and public utility lots should be explored as an alternative to a direct purchase from the landowner.

(b) Prior to approval of each Outline Plan/Land Use Amendment application within the Residential Redevelopment Area, the option of combining the two joint use sites in the area to create one site with two school building envelopes be reviewed with the intent being to reduce the land purchase costs for these sites.

10.0 URBAN INTERFACE POLICIES

10.1 Compatible Interface

10.1.1 Purpose

The purpose of these policies is to provide a process for evaluating and addressing the interface between Community 'A' and Spruce Meadows. The basic land use pattern comprising this interface has been defined on the Land Use Concept Map contained in this Plan, and within the Spruce Meadows Area Structure Plan. Further planning of the interface will involve a more detailed review of design factors through the Outline Plan/Land Use Amendment application process. This will involve the application of the policies of this Plan as well as the Design Guidelines contained in Appendix I. In addition, development and operational concerns relating to the interface will need to be addressed through on-going co-operation and co-ordination between The City, the Municipal District of Foothills and Spruce Meadows.

10.1.2 Policies

(1) Interface Planning

(a) As determined appropriate, a residential subdivision or development within the Large Lot Residential Area shall be designed to provide for

(i) an appropriate and compatible environment in relation to Spruce Meadows for residents living in the area, and

(ii) the on-going viability of the Spruce Meadows operation in accordance with the policies and Design Guidelines contained within this Plan.

(b) An average setback of 280 metres and a minimum setback of 229 metres should be provided from the west boundary of Spruce Meadows Way to the closest dwelling units within the Large Lot Residential Area.

(c) An Outline Plan submission and/or Subdivision Application for lands within the Large Lot Residential Area shall include information that demonstrates compliance with (b).

(d) At the subdivision approval stage, where the setback area exceeds the minimum yard depth required within a lot, a restrictive covenant should be registered against the title of the lot defining the required setback boundary and identifying the development prohibited within the setback area.

(e) The lands within the setback area

(i) shall consist of environmental reserve land dedicated in accordance with the provisions of the *Municipal Government Act*, and the Spruce Meadows Way right-of-way, and

(ii) may include municipal reserve land dedicated in accordance with the provisions of the *Municipal Government Act*, or other public lands as determined appropriate.

(f) Notwithstanding (e), where the entire setback area does not compromise reserve land, road right-of-way or other public lands, it shall consist of

(i) portions of a residential lot, or

(ii) other privately-owned lands as determined appropriate.

(iii) If there are any financial obligations on behalf of The City for acquisition, that a report be brought forward to Council.

(2) Co-ordinated Planning

The City shall, as determined appropriate, cooperate with the Municipal District of Foothills and Spruce Meadows in addressing

(a) development within Community 'A' that may impact Spruce Meadows,

(b) development within Spruce Meadows that may impact Community 'A',

(c) traffic management planning for Spruce Meadows, and

(d) provision of transit, security and other municipal services needed to facilitate special equestrian events held by Spruce Meadows.

10.2 Design Evaluation

10.2.1 Purpose

The purpose of these policies is to provide for a process for reviewing development located adjacent to Spruce Meadows. This development will need to be evaluated in the context of the Design Guidelines contained within Appendix 1. The guidelines are to be incorporated into the land use controls and outline plan conditions applied to the site or introduced directly through the subdivision and development permit approval process. The guidelines may be varied or revised as determined appropriate provided that it can be demonstrated that the resulting alternative design solution will create a suitable and compatible interface treatment. Where a variance or revision to a guideline is requested, plans and other supporting information showing the alternative design solution will need to be submitted.

10.2.2 Policies

(1) Application of Guidelines

(a) The Design Guidelines contained within Appendix 1 shall apply to any Land Use Amendment application, Outline Plan application, Subdivision application or Development Permit application located within the Large Lot Residential Area or Conservation Area adjacent to Spruce Meadows.

(b) As determined appropriate, in conjunction with an Outline Plan/Land Use Amendment application, Subdivision application or Development Permit application, plans and information shall be submitted within the Large Lot Residential Area to allow for a comprehensive review of the proposal in relation to the Design Guidelines.

(2) Compliance with Guidelines

(a) Subject to subsection (3) and (4) below a Land Use application, Outline Plan application, Subdivision application and Development Permit application should comply with the Design Guidelines.

(b) Compliance with the Design Guidelines shall not be interpreted as

(i) providing an exemption from compliance with any other design related policies, standards or requirements applicable to the proposal, or

(ii) not allowing the application of different or additional design standards to a proposal that otherwise complies with the Design Guidelines.

(3) Implementation of Guidelines

(a) As determined appropriate, the Design Guidelines shall be

  (i) incorporated into the land use controls or outline plan conditions applied to a site at the Outline Plan/Land Use Amendment application stage, or

  (ii) applied directly by the Approving Authority at the Development application or Subdivision application stage.

(b) The land use controls or outline plan conditions applied to a site in accordance with subsection (3)(a)(i) need not necessarily contain the exact wording as the Design Guideline but may be revised as determined necessary provided that the general intent of the guideline is achieved.

(4) Variance of Guidelines

(a) A Design Guideline may be varied where it is determined that the alternative design proposal represents an equivalent or improved solution.

(b) A request to vary a Design Guideline shall

  (i) be approved in a uniform and consistent manner on a series of sites at the Outline Plan/Land Use Amendment stage as opposed to an individual site, or

  (ii) where subsection (4)(b)(i) cannot be achieved due to existing circumstances, only be approved on an individual site where it will result in compatible and co-ordinated development in relation to the adjacent sites, and

  (iii) include the appropriate plans and other supporting information considered necessary to evaluate the alternative design solution.

11.0 COMMUNITY DEVELOPMENT POLICIES

11.1 Housing Diversity

11.1.1 Purpose

The purpose of these policies is to encourage a diversity of housing to meet the needs of different income groups and lifestyles within Community 'A'. While the predominant housing form within suburban areas will continue to be single-detached dwellings, demands for alternative and special needs housing will arise particularly as a community grows and matures. Sites for alternative and special needs housing are not identified on the Land Use Concept map but will result from private sector initiatives and public sector programs. The location, scale and composition of these housing projects will be addressed at the Outline Plan/Land Use Amendment stage.

11.1.2 Policies

(1) Alternative Housing

(a) In addition to single-detached dwellings on conventional-sized lots, a mixture of alternative forms of housing shall be encouraged and supported within the community in order to meet the needs of different income groups and lifestyles.

(b) Alternative forms of housing may include, but are not limited to

- (i) single-detached housing (on narrow lots),
- (ii) two-family housing (duplexes, semi-detached dwelling units),
- (iii) multi-dwelling housing (tri-plexes, fourplexes, townhouses, stacked townhouses, apartments),
- (iv) secondary housing (studio suites, accessory suites),
- (v) live-work housing, and
- (v) innovatively-designed or managed housing projects.

(c) The extent of alternative housing forms allowed within the community may be limited where determined necessary to address design, traffic, parking or other impacts.

(2) Special Needs Housing

(a) Special needs housing shall be encouraged and supported within the community in order to meet the needs of different income groups and lifestyles.

(b) Special needs housing may include, but is not limited to

- (i) subsidized housing,
- (ii) affordable housing,
- (iii) senior citizen housing, and
- (iv) housing for the disabled.

(3) Location of Alternative and Special Needs Housing Projects

Alternative housing and special needs housing should, wherever possible and practical, be located

(a) in proximity to the Core Commercial Centre, a Neighbourhood Node, or the transit station/hub,

(b) along public transit routes,

(c) adjacent to parks and open space, or

(d) in conjunction with complementary community facilities and amenities.

(4) Housing Compatibility

Alternative housing and special needs housing should be located and designed in a compatible and integrated manner with adjacent residential development.

11.2 Community Vitality

11.2.1 Purpose

The purpose of these policies is to provide for the development of a broad range of community facilities considered necessary to serve the social, recreational, educational and spiritual needs of residents within the community. These uses will be encouraged and supported and should preferably locate in conjunction with the commercial centre, a neighbourhood node or other activity focus.

11.2.2 Policies

(1) Community Uses

(a) Uses that provide a sense of community or meet the social, spiritual and family needs of residents shall be encouraged and supported in the community.

(b) These uses may include, but are not restricted to

(i) child care facilities,

(ii) special care facilities,

(iii) faith facilities,

(iv) recreational facilities, and

(v) public and quasi-public uses.

(2) Location of Community Uses

Wherever possible and practical, community supportive uses should be located

(a) in conjunction with the Core Commercial Centre, a Neighbourhood Node, or the transit station/hub,

(b) along transit routes, or

(c) in proximity to joint use sites.

12.0 TRANSPORTATION POLICIES

12.1 Regional Road Network

12.1.1 Purpose

The purpose of these policies is to provide for a regional road network that is functional, safe and efficient. The road network bordering Community 'A' and the Employment Centre /Mixed-Use Area has been defined through a comprehensive Transportation Study undertaken for the area. The network consists of expressway and major roads that carry traffic through the area and provide access to the community. The general location of the regional roads is shown on the Land Use Concept map.

12.1.2 Policies

(1) Transportation and Utility Corridor

(a) The Transportation and Utility Corridor (TUC) (Spruce Meadows Trail) alignment shown on the Land Use Concept map may be subject to refinement, and any surplus TUC lands should, where possible, be incorporated into the community design.

(b) No development, including berming, grading or other land disturbances, shall be allowed within the TUC without permission being granted from the Province of Alberta.

(c) Prior to Outline Plan/Land Use Amendment approval, and in consultation with the Province of Alberta, the provision of visual screening and sound attenuation for urban development in relation to the TUC shall be addressed.

(2) Design of Sheriff King Street

(a) Sheriff King Street should be specially designed to achieve community integration across this road through incorporation of such measures as

(i) sidewalks/pathways on both sides of the road and trees within the boulevard and the median, and

(ii) design elements such as ornamental streetlights, boulevards, entrance signage/features at intersections and complementary landscaping treatments.

(b) Further to (2), the developer should

  (i) submit design drawings, cross-sections and plan views showing the design of the road and its related features,

  (ii) submit a landscape plan showing the number, location and type of trees, shrubs, and other landscaping elements, to be planted within the boulevard and median of Sheriff King Street,

  (iii) construct the road and special features as required in accordance with the approved plans and cross-sections submitted, and

  (iii) subject to cost recovery, construct a series of suitable at-grade signalized pedestrian crossings and related road improvements across Sheriff King Street in order to facilitate safe and efficient pedestrian movements and to integrate the community across this roadway.

(c) Direct drive-way access to Sheriff King Street should not be allowed from residential lots.

(3) Design of Spruce Meadows Way

(a) Spruce Meadows Way should be a local or modified four lane undivided major road that is designed to

  (i) minimize its impact on the adjacent natural wetland,

  (ii) provide access to and be compatibly integrated with Spruce Meadows, and

  (iii) accommodate both the shorter term and ultimate access to Spruce Meadows.

(b) In conjunction with an Outline Plan/Land Use Amendment application,

  (i) design drawings and cross-sections of Spruce Meadows Way showing its relationship to the natural wetland and Spruce Meadows should be prepared, and

  (ii) the financial obligations for the interim and long term upgrading of this road should be resolved.

(4) Design of 194 Avenue

(a) 194 Avenue shall be designed to minimize its impact on the Priddis Wetland.

(b) A Design Analysis addressing design and cost factors relating to the southerly alignment of 194 Avenue shall be undertaken prior to Outline Plan/Land Use approval being granted on any lands that would impact the alignment options for this road.

(c) 194 Avenue shall be constructed east from Sheriff King Street to provide access to Macleod Trail prior to being constructed west from Sheriff King Street to provide access to Spruce Meadows Way.

(5) Design of Employment Centre/Mixed-Use Area Accesses

(a) In order to retain the viability of the Employment Centre/Mixed-Use Area, two main access/egress points to the area should be provided from the west and the south across the Priddis Wetland as shown on the Land Use Concept Map.

(b) In addition, the potential for an additional access/egress to the Employment Centre/Mixed-Use Area from the north across the TUC shall,

  (i) continue to be investigated with the Province, and

  (ii) be reflected in the design for the area as determined appropriate.

(c) The proposed west access to the Employment Centre/Mixed-Use Area shall,

  (i) be sensitively and compatibly designed in relation to the natural wetland,

  (ii) accommodate convenient and, where possible, protected pedestrian movement, and

  (iii) provide for bus transit service.

(d) The proposed south access to the Employment Centre/Mixed-Use Area shall,

  (i) be sensitively and compatibly designed in relation to the natural wetland,

  (ii) be elevated, in conjunction with 194 Avenue, to facilitate wildlife movements and drainage flows beneath these roadways, and

  (iii) provide for bus transit service and vehicle traffic flows in a direct and efficient manner.

(e) An Access Feasibility Study as identified in section 5.6.2(2) addressing the proposed west and south accesses to the Employment Centre/ Mixed-Use Area shall be required to be undertaken prior to Outline Plan/Land Use approval being granted on any lands within the Residential Redevelopment Area and LRT/Transit Station Planning Area, unless it can be demonstrated that the approval will not compromise road network or land use alternatives within these areas in relation to the Employment Centre/Mixed-Use Area.

(f) That The City will continue to pursue all options with Alberta Infrastructure for improving access to the proposed Employment Centre/Mixed-Use Area.

12.2 Internal Road Network

12.2.1 Purpose

The purpose of these policies is to provide for an internal road network within the community that accommodates vehicular and pedestrian traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria that emphasize and accommodate transit use, pedestrian circulation and connectivity within the community. The detailed alignment of the road network within the community will be determined through the Outline Plan/Land Use Amendment process.

12.2.2 Policies

(1) **Internal Collector/Major Road Network**

(a) Collector and major roads comprising the internal road network within Community 'A' and the Employment Centre/Mixed-Use Area shall be shown on the Land Use Concept Map and, where appropriate, the map amended to ensure conformity with an Outline Plan/Land Use Amendment application.

(b) The internal collector/major road network shown on the Land Use Concept Map is considered to be preliminary only and shall be refined at the Outline Plan/Land Use Amendment stage.

(c) Where determined necessary, additional collector/major roads shall be required to provide improved connectivity within Community 'A' or the Employment Centre/Mixed-Use Area.

(2) **Internal Local Road Network**

(a) The internal local road network is not shown on the Land Use Concept Map but shall be defined in the context of an Outline Plan/Land Use Amendment application.

(b) The design of the internal road network should provide for the following:

(i) sensitivity to existing wetlands;

(ii) direct connections and multiple route choices to origin/destination points within the community;

(iii) sidewalks on road connections, in preference to walkway connections, to meet transit coverage requirements and achieve vehicular and pedestrian connectivity throughout the planning area;

(iv) interconnected pedestrian systems that provide an alternative to walking along collector and major roads;

(v) road connections that converge toward the Neighbourhood Nodes, the Core Commercial Centre and the LRT/Transit Station Planning Area;

(vi) transit routes that are efficient and direct.

(c) An internal road network comprised of interconnected streets creating multiple routing options for pedestrians and motorists should be provided within and around the Neighbourhood Nodes, the Core Commercial Centre and the LRT/Transit Station Planning Area.

(d) At the Outline Plan/Land Use Amendment stage, the introduction of a road standard that provides for street trees within the boulevards and eliminates or minimizes front-driveway accesses shall be reviewed in relation to the east/west collector roads in the community and internal roads within the LRT/Transit Station Planning Area, in order to encourage walking and create an enhanced streetscape and pedestrian environment along roads that provide the main access to the future LRT/Transit Station to the east.

12.3 Pedestrian and Bicycle Circulation

12.3.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian circulation within the community by means of regional and local pathways, pedestrian crossings, and other elements. Regional pathways are intended to create connections through and between communities. Local pathways, including sidewalks and walkways, are intended to create an interconnected system within communities that is pedestrian and transit-supportive.

12.3.2 Policies

(1) Regional Pathways

(a) The regional pathway should

  (i) generally be aligned as shown on the Land Use Concept map, and

  (ii) wherever possible, be located within or integrated with a park or natural feature.

(b) Where the regional pathway cannot be located within or integrated with a park or natural feature, it may locate within a road right-of-way in the form of a pathway constructed in place of a sidewalk.

(c) Safe and convenient pathway crossings should be provided across

  (i) Spruce Meadows Trail at the north end of Priddis Wetland to link to Shawnessy Town Centre,

  (ii) Sheriff King Street to link to the community of Somerset, and

  (iii) Spruce Meadows Way to link to the community of Bridlewood.

(2) Local Pathways, Sidewalks, and Walkways

(a) The alignment of local pathways should be determined at the Outline Plan/Land Use Amendment stage.

(b) The pathway, sidewalk, and walkway system should be designed to

- (i) accommodate short, convenient, and direct pedestrian connections to activity nodes,
- (ii) promote walking and cycling throughout residential areas,
- (iii) support transit use,
- (iv) link origin/destination points within the community, and
- (v) connect to the regional pathway system.

12.4 Transit Bus Service

12.4.1 Purpose

The purpose of these policies is to provide for direct, convenient and efficient transit bus service within the community. The community will be served by feeder and express transit bus routes that will extend throughout the area. Express buses will operate only until the extension of light rail transit (LRT) occurs in the community. Transit service areas, stops and routes will be identified at the Outline Plan/Land Use Amendment stage.

12.4.2 Policies

(1) Transit Areas

Transit service area requirements should be achieved through the provision of

- (i) efficient roadway connections between residential development and transit stops, or
- (ii) walkways or transit stops that are situated to improve transit coverage.

(2) Transit Stops

- (a) Transit stops should be located to
  - (i) serve higher density residential development, activity nodes and commercial centres,
  - (ii) provide convenient transit service, and
  - (iii) achieve walking distance requirements.
- (b) Transit stops should be equipped with suitable amenities such as benches, shelters, and passenger drop-offs where use warrants.

(3) Transit Routes

- (a) The design of the road network should provide for direct and efficient transit routes within the community.
- (b) Transit routes shall be defined at the Outline Plan/Land Use Amendment stage.

13.0 SERVICING POLICIES

13.1 Utility Infrastructure

13.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the community. Any development within the area will need to be fully serviced with piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical and telecommunications). Utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services throughout the development. Utility alignments will be identified at the Outline Plan stage and confirmed prior to or during the Tentative Plan/Construction Drawing Approval stage.

13.1.2 Policies

(1) Municipal Utilities

(a) Urban development within the planning area shall be serviced with piped municipal water, sanitary sewer and stormwater utilities.

(b) The alignment and capacity of water distribution and feeder mains, sanitary sewer feeder mains and trunks, and stormwater feeder mains and trunks should be to the satisfaction of The City.

(c) Utility rights-of-way and easements shall be provided to accommodate municipal utilities as determined necessary.

(d) Utility rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land as determined necessary to facilitate orderly and sequential urban development.

(e) Ministerial consent shall be required to accommodate utilities in or across the Transportation and Utility Corridor (TUC) lands.

(2) Shallow Utilities

(a) Urban development within the planning area shall be serviced with shallow utilities (i.e., gas, cable, electricity, telephone).

(b) The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the landowner and the utility companies.

(c) Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.

(3) Utility Alignments

(a) Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.

(b) Prior to Outline Plan/Land Use Amendment approval, a developer shall submit studies and information determined necessary to identify the location and alignment requirements for utilities within the development.

(c) A developer may be required to provide or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to its site in advance of development in order to allow for the servicing of its site.

(d) A developer may be required to finance, or enter into an agreement to finance when required, the costs associated with the extension of municipal utilities through or adjacent to its site in advance of development in order to allow for the servicing of its site.

13.2 Waterworks

13.2.1 Purpose

The purpose of these policies is to provide for a suitable water distribution system to serve urban development within the planning area. The westerly portion of the planning area will be serviced initially by distribution main extensions from the Lower Sarcee pressure zone in Somerset, across Spruce Meadows Trail SW. The easterly portion of the planning area will be supplied initially by distribution main extensions from the Glenmore pressure zone to the north. As development proceeds large diameter feedermain extensions along the edges of the planning area will be required to reinforce the water distribution system. A Glenmore zone feedermain extension along Macleod Trail SE with additional ties to the eastern portion of the planning area ultimately is required. The Glenmore zone feedermain extension is planned for installation in 2008. A Lower Sarcee feedermain extension along

Spruce Meadows Way SW and 194 Avenue SW with additional distribution ties will likewise be required to reinforce the western portion of the planning area as it grows. The Lower Sarcee feedermain extension is currently outside the 10 year funding envelope. Extension of this feedermain should be considered when the population in the planning area, within the Lower Sarcee pressure zone, reaches 8500 people.

13.2.2 Policies

(1) Water Distribution System

The design and construction of the water distribution system for Community 'A' and the Employment Centre/Mixed-Use Area shall be subject to current editions of the City of Calgary "Design Guidelines for Subdivision Servicing" and the City of Calgary "Standard Specifications Waterworks Construction".

(2) Water Transmission System

(a) Outline Plan/Land Use Amendment applications shall provide for suitable horizontal and vertical corridors for the large diameter feedermain extensions ultimately required, particularly on the western edge of the planning area.

(b) The feedermain corridors shall

(i) be planned to minimize conflicts with lot servicing, and

(ii) ensure adequate separation for both the water distribution system and the other deep utilities.

13.3 Sanitary Sewer

13.3.1 Purpose

The purpose of these policies is to provide for a suitably designed sanitary sewer system to service Community 'A' and the Employment Centre/Mixed-Use Area. This area is to be serviced by the Pine Creek Wastewater Treatment Plant, which is expected to be operating by 2006/2007.

13.3.2 Policies

(1) Design of Sanitary Sewage System

(a) The sanitary sewage system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

(b) Prior to the Pine Creek Wastewater Treatment Plant becoming operational, or the ultimate associated sanitary sewer trunks being in place, or reasonably accessible, an Outline Plan/Land Use Amendment application may be approved where it can be demonstrated that the proposed site can be served with temporary sanitary sewer measures and provided that these temporary measures

(i) are determined by The City to be acceptable,

(ii) are financed by the developer, and

(iii) will be readily replaced with the ultimate sewer servicing for the site when determined to be appropriate by The City.

(2) Analysis of Sanitary Sewer System

As part of an Outline Plan/Land Use Amendment application, a developer may be required to submit a sanitary sewer servicing analysis to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

13.4 Stormwater Management

13.4.1 Purpose

The purpose of these policies is to provide for the appropriate design and development of storm water management facilities required to serve urban development within the planning area. A Master Drainage Plan has been prepared for the planning area, including the adjoining lands to the south to Pine Creek, which proposes a network of stormwater facilities to manage storm drainage and direct it into Pine Creek. Stormwater from the development will drain into required stormwater facilities located within the planning area, which will then be directed to Priddis Wetland for release into Pine Creek. Proposed stormwater facilities will need to be evaluated in accordance with established policies, guidelines and standards of The City in effect as well as the specific policies of section 8.0 that address stormwater management facilities on reserve land.

13.4.2 Policies

(1) Design of Stormwater Management System

(a) The stormwater management system for Community 'A' and the Employment Centre/Mixed-Use Area shall be designed to adequately and efficiently serve the ultimate development of the area.

(b) As part of an Outline Plan/Land Use application, a developer shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by The City and the Province to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area.

(2) Best Management Practices for Stormwater Management

(a) As part of the preparation of a Stormwater Management Plan, "Best Management Practices" and alternatives for stormwater quality and quantity, enhancement shall be assessed with regard to

(i) developing stormwater facilities with the use of both source control and end-of-pipe solutions, and

(ii) introducing naturalized methods, such as natural wetlands, to mitigate the effects of stormwater run-off on the Bow River.

(b) The stormwater management system shall be designed to

(i) operate on a gravity basis and utilize the existing wetlands in an environmentally compatible manner, and

(iii) introduce mitigation measures where determined appropriate to address the potential impact of water quality on existing wetlands and waterways including the Bow River.

(3) Discharge of Stormwater onto Private Lands

(a) In conjunction with an Outline Plan/Land Use Amendment application, a stormwater analysis should be provided to address the discharge of stormwater from the application area to privately-owned lands comprising a natural wetland and drainage course and the approach to be used to resolve any right of use or other environmental or engineering issues relating to this matter.

(b) As a condition of approval of a subdivision application that provides for the discharge of stormwater from the application area to privately-owned lands comprising a natural wetland and drainage course, public utility easements, or equivalent legal instruments, should be registered against the title of the subject privately-owned lands addressing and resolving issues relating to the discharge of the stormwater flows to those lands.

14.0 GROWTH MANAGEMENT POLICIES

14.1 Staging of Urban Growth

14.1.1 Purpose

The purpose of these policies is to ensure that development within Community 'A' and the Employment Centre/Mixed-Use Area proceeds in an efficient and economical manner through the Outline Plan/Land Use Amendment process. As such, any Outline Plan/Land Use Amendment should comply with the established staging criteria and processes established by Council.

14.1.2 Policies

(1) Logical Planning, Servicing and Development Area

An Outline Plan/Land Use Amendment application shall

- (i) comprise a logical, contiguous and efficient planning, servicing and development area, and
- (ii) provide for an efficient and economical pattern of development.

(2) Evaluation of Outline Plan/Land Use Amendment

In determining compliance with (1), an Outline Plan/Land Use Amendment application shall be evaluated in accordance with the established criteria and processes of Council.

14.2 Financing of Urban Growth

14.2.1 Purpose

The purpose of these policies is to address the timing (rate) of development as determined through the Land Use Amendment Approval process in relation to the financing of transportation and utility infrastructure improvements or facilities necessary to serve such growth. The City and the developer will be required to finance the necessary infrastructure improvements and facilities. The City's financing requirements for infrastructure improvements and facilities are subject to established municipal budgeting priorities and typically would be initially itemized at the Outline Plan/Land Use Amendment stage and subsequently addressed at the Subdivision and Development stage. Unless otherwise provided for in this Plan, a developer's requirements to finance infrastructure improvements and facilities will be addressed at the Subdivision Approval stage through the *Standard Development Agreement* in effect at the time.

14.2.2 Policies

(1) Financing of Development

Unless otherwise provided for in a policy within this Plan, any expenditure for improvements or facilities proposed within the Plan shall be funded in accordance with the standard practice for land development in effect at the time the improvements or facilities are being considered.

(2) Financing by The City

Any public expenditures for improvements, facilities or municipal programs proposed within this Plan that are to be funded by The City shall be

(i) subject to The City's Capital Budgeting Priorities and Approval Process, and

(ii) shall be evaluated in relation to the needs of other communities and city-wide spending priorities.

(3) Financing by Developer

(a) As and when subdivision and development proceeds on a parcel of land, and in accordance with the *Standard Development Agreement* in place at the time, a developer shall pay an appropriate share of the costs of infrastructure and facilities required to service the site.

(b) Where a developer finances the cost of extending infrastructure that would normally be financed by an adjacent developer, cost-recovery requirements will apply to the benefiting adjacent developer in accordance with the *Standard Development Agreement.*

(c) Where a developer finances the cost of extending infrastructure that would normally be financed by The City, The City may, subject to subsection (2), enter into a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of cost recovery to the developer.

(d) Each developer shall pay the applicable acreage assessments.

14.3 Co-ordination of Urban Growth

14.3.1 Purpose

The purpose of these policies is to provide for the co-ordination between land use approval decisions and the budgeting for publicly financed transportation and utility infrastructure improvements and facilities necessary to service growth within the community. The policies identify the basic options that Council may exercise where co-ordination issues arise. These options will typically need to be addressed at the Land Use Amendment stage.

14.3.2 Policies

(1) **Land Use Approval and Budgeting Process**

The Land Use Amendment process and the budgeting process for municipally financed transportation and utility infrastructure improvements and facilities should be co-ordinated to the satisfaction of Council.

(2) **Land Use Approval Options**

Prior to Land Use Amendment, where major on-site or off-site transportation and utility infrastructure improvements and facilities are required to be financed by The City to serve the proposed development,

(a) a commitment from The City to undertake the financing of the transportation and utility infrastructure improvements and facilities shall be received, or

(b) the matter shall be addressed in some other manner that is satisfactory to Council, including but not restricted to

(i) entering into a financial agreement with the developer that addresses funding requirements for infrastructure improvements and facilities,

(ii) granting Land Use Approval to enable development to proceed while continuing to monitor the situation in relation to budgeting priorities,

(iii) granting Land Use Approval to enable development to proceed and realigning budgeting priorities accordingly, or

(iv) withholding Land Use Approval or placing limitations on development until such time as the funding for the required infrastructure improvements and facilities is resolved.

14.4 Evaluation of Urban Growth

14.4.1 Purpose

The purpose of these policies is to provide a process for evaluating pending or outstanding Outline Plan/Land Use Amendment conformity with the growth management policies contained in section 14.0 of this Plan. Since growth management has fundamental implications on the Land Use Amendment process, it is necessary to introduce a process that allows for the resolution of any issues early on in the review process. In this respect, the policies provide for a pre-application review process and referral to a special Committee appointed by Council to review growth management when significant issues arise.

14.4.2 Policies

(1) Resolution of Growth Management Issues

(a) Prior to submission of an Outline Plan/Land Use Amendment application, the developer is encouraged to

(i) meet with the Administration to review the proposal with respect to its conformity with growth management policies contained in section 14.0 of this Plan, and

(ii) provide a preliminary analysis of the Outline Plan/Land Use Amendment in terms of its conformity with the growth management policies contained in section 14.0 of this Plan.

(b) Where issues are identified concerning the policies contained in section 14.0 of this Plan in relation to the Outline Plan/Land Use Amendment application, the developer shall be given the opportunity to address those issues at the pre-application stage recognizing that such issues may be fundamental to the support and approval of an application.

(2) Committee Review

Where determined necessary, a pending or outstanding Outline Plan/ Land Use Amendment application that presents staging or other growth management issues shall be referred to a special growth management review committee for a recommendation.

15.0 PLANNING REVIEW POLICIES

15.1 Outline Plan/Land Use Amendment Review

15.1.1 Purpose

The purpose of these policies is to require the submission of supporting information by a developer in order to assist Council, the Subdivision Authority and the Development Authority in evaluating a proposal in terms of its conformity with this Plan. While the implementation of the Plan will be achieved through a variety of planning initiatives (subdivision plan, development permits, road closures, development agreements, etc.), the principle means of implementation will occur through the Outline Plan/Land Use Amendment process. As such, comprehensive planning, servicing and transportation studies and analysis may be requested in conjunction with the Outline Plan/Land Use Amendment application.

15.1.2 Policies

(1) Comprehensive Studies

(a) Prior to Outline Plan/Land Use Amendment approval, supporting information, above the normal application requirements, may be required by a developer in order to assist Council and the Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Plan.

(b) When required supporting information is not provided in a satisfactory manner, the Outline Plan/Land Use Amendment application shall not be approved.

(2) Concept Plan

(a) Prior to Outline Plan/Land Use Amendment approval and as determined necessary, a developer may be required to submit a Concept Plan in order to assist Council or the Calgary Planning Commission in evaluating a proposal in terms of its conformity with this Plan.

(b) Where a Concept Plan is required either through a policy in this Plan, or as part of the Outline Plan/Land Use Amendment review process, the Concept Plan should show the proposed

(i) land use areas,

(ii) building locations,

(iii) vehicular access/egress routes,

(iv) parking areas,

(v) public roads,

(vi) transit stops,

(vii) pedestrian connections,

(viii) regional pathways,

(ix) utility alignments,

(x) public parks,

(xi) stormwater ponds, and

(xii) adjacent roads and development.

(c) The above requirements may be relaxed or modified as determined necessary in response to a specific proposal.

(d) Where a Concept Plan is required and is not provided in a satisfactory manner, the Outline Plan/Land Use Amendment shall not be approved.

15.2 Environmental Review

15.2.1 Purpose

The purpose of these policies is to provide for the evaluation of the impact of an Outline Plan/Land Use Amendment application from an environmental perspective. This evaluation will involve circulation of a proposal to the appropriate external agencies for review and comment; and, the submission of the appropriate environmental, biophysical, historical resources and grading information necessary to undertake this review.

15.2.2 Policies

(1) Environmental Site Assessment (ESA)

(a) Prior to Outline Plan/Land Use approval, a developer

(i) shall submit a Phase 1 Environmental Site Assessment (ESA) for the subject site that

(A) identifies any actual or potential soil and groundwater contamination, and

(B) determines if the site is suitable for the intended use, and

(ii) may be required to submit a Phase 2 ESA and resulting Remedial Action Plan/Risk Management Plan for the subject site that documents how the site will be remediated or risk managed to the extent necessary for the intended land use.

(b) An ESA shall be

(i) prepared by a qualified professional, and

(ii) reviewed to the satisfaction of The City.

(c) Where required, a developer shall undertake those mitigative measures identified by the ESA report for the subject site.

(d) Additional information or monitoring at later stages of site development or as outlined in the ESA report may be required.

(2) Biophysical Impact Assessment (BIA)

(a) Prior to Outline Plan/Land Use Amendment approval, where the proposal may impact an environmentally significant area, the developer shall submit a Biophysical Impact Assessment (BIA) report prepared by a qualified professional to evaluate the impact of development on the environmentally significant area and identify any mitigative measures to be introduced.

(b) Where required, the developer shall undertake those mitigative measures identified in the BIA report for the subject site.

(3) Historical Resources Impact Assessment (HRIA)

(a) Prior to Outline Plan/Land Use Amendment approval, a Historical Resources Impact Assessment (HRIA) report may be required for the subject site.

(b) Where required, the developer shall, to the satisfaction of Alberta Community Development, undertake those protective or mitigative measures identified in the HRIA report for the subject site.

(4) Site Grading

(a) Any grading or other land disturbance shall require the submission and approval of a Stripping and Grading Permit for the subject site.

(b) A Stripping and Grading Permit in proximity to a natural wetland should not be approved until such time as an Outline Plan/Land Use Amendment application has been approved for the site.

(c) Where grading occurs in proximity to a natural wetland detailed information showing the extent and impact of the grading on the wetland or stormwater management system shall be required.

15.3 Density Review

15.3.1 Purpose

The purpose of these policies is to provide for the submission of appropriate information in order to allow for the evaluation of a proposal in terms of its compliance with the density requirements of the Plan. This information will take the form of a Density Analysis submitted as part of an Outline Plan/Land Use Amendment application that is, in turn, refined and resubmitted at the Subdivision Approval stage.

15.3.2 Policies

(1) Density Range

In conjunction with an Outline Plan/Land Use Amendment application, a Density Analysis shall be submitted identifying the maximum and anticipated dwelling units and density of the site to be achieved under the land use provisions in effect.

(2) Density Monitoring

The Density Analysis under subsection (1) should

(i) be updated and resubmitted with each subsequent Plan of Subdivision and, if determined necessary, each Development Permit for a residential project within the original Outline Plan/ Land Use Amendment application area, and

(ii) identify the actual number of dwelling units proposed within the Plan of Subdivision or Development Permit in relation to the actual and anticipated dwelling units within the balance of the landowners' lands within the community.

15.4 Reserve Review

15.4.1 Purpose

The purpose of these policies is to provide for the review of the allocation of creditable reserve within the community. This will be achieved through the submission of a Reserve Analysis in conjunction with an Outline Plan/Land Use Amendment application. The analysis will comprehensively address the proposed allocation of reserve owing on the subject landholdings.

15.4.2 Policies

(1) Creditable Reserve Analysis

Prior to approval of an Outline Plan/Land Use Amendment application, a Reserve Analysis shall be submitted by a developer identifying

(i) the amount of creditable reserve owing on an ownership basis within the community and the subject site, and

(ii) the proposed allocation of this reserve.

(2) Environmental Reserve Analysis

In conjunction with the Outline Plan/Land Use Amendment application, the following should be submitted when a natural wetland or an environmentally significant feature is to be dedicated as ER:

(i) a field surveyed boundary of any ER lands, with the boundary shown on the Outline Plan;

(ii) a Biophysical Impact Assessment report, prepared by a qualified professional;

(iii) a Preliminary Grading Plan showing the extent of any grading or disturbance proposed on reserve lands, including grading for roads, pathways and stormwater management facilities;

(iv) a plan showing the proposed landscape and method of restoration for any ER lands that have been or are to be graded or disturbed; and

(v) any other analysis or information considered necessary to address the delineation, protection or restoration of ER lands within the site.

15.5 Transportation Impact Review

15.5.1 Purpose

The purpose of these policies is to provide for the submission of a Transportation Impact Study to address the network improvements required to serve a proposed development. The study would be required to be submitted in conjunction with an Outline Plan/Land Use Amendment application and may be updated at the Subdivision application stage or Development Permit application stage as required. The study will need to determine that the capacity demands of development can be met by the road network.

15.5.2 Policies

(1) Transportation Impact Study

(a) Unless determined otherwise, in conjunction with an Outline Plan/Land Use Amendment application, a Transportation Impact Study shall be submitted.

(b) The Transportation Impact Study shall address, among any other matters considered necessary

(i) the internal road network, including the design, capacity and timing of the network improvements necessary to serve the subject site,

(ii) the perimeter road network, including the design, capacity and timing of construction of Spruce Meadows Way, Sheriff King Street and 194 Avenue S required to serve the subject site, and

(iii) the co-ordination of the development of the subject site with the timing of construction and capacity of the transportation improvements on the adjacent portion of Spruce Meadows Trail and Macleod Trail.

(2) Update of Transportation Impact Study

The Transportation Impact Study may be required to be updated and resubmitted with a subsequent subdivision application or development permit application within the Outline Plan/Land Use Amendment application area.

15.6 Market Review

15.6.1 Purpose

The purpose of these policies is to provide for the analysis of a commercial proposal from a market perspective. The analysis will be required in conjunction with an Outline Plan/Land Use Amendment application to assist in evaluating the merits of the commercial proposal and the potential positive or detrimental impacts the project may have on the retail hierarchy in the south sector of the City. The analysis will take the form of a market demand and impact study submitted by a professional market analyst.

15.6.2 Policies

(1) **Planned Function of Commercial Development**

(a) A proposed commercial development shall complement and support the existing and planned retail hierarchy within the south sector of the City.

(b) Further to subsection (1)(a), a proposed commercial development shall be analysed in terms of the

(i) market demand for additional commercial development needed to serve the Southwest Community 'A' and Employment Centre/ Mixed-Use Area and the south sector of the City, and

(ii) market impact on the planned function of existing and proposed commercial development within Community 'A' and Employment Centre/Mixed-Use Area and the south sector of the City.

(2) **Submission of Market Demand and Impact Analysis**

(a) Prior to Outline Plan/Land Use Amendment approval, a developer shall submit a market demand analysis and a market impact analysis to demonstrate compliance with subsection (1).

(b) Notwithstanding subsection (2)(a), a market demand analysis and market impact analysis may not be required where a proposed commercial development is not considered to be significant due to its location, size and function.

(c) A market demand analysis and market impact analysis shall be prepared by a professional market analyst in accordance with any guidelines or requirements established by Council or an Approving Authority.

(3) Review of Market Demand and Impact Analysis

A market demand analysis or a market impact analysis may be required to be evaluated by an independent consultant as part of the review process with the cost of this evaluation to be borne by the developer.

15.7 Pedestrian Circulation Review

15.7.1 Purpose

The purpose of these policies is to provide for convenient and efficient pedestrian and bicycle routes throughout the community. In this regard, a Pedestrian/Bicycle Routing Plan will need to be provided as part of an Outline Plan/Land Use Amendment application. This plan will need to identify both regional and local pedestrian routes in relation to the site as well as to transit stops, transit nodes, the transit station/hub and the core commercial centre.

15.7.2 Policies

(1) Pedestrian/Bicycle Routing Plan

(a) In conjunction with an Outline Plan/Land Use Amendment application a Pedestrian/Bicycle Routing Plan should be submitted to demonstrate that a convenient and efficient routing network is provided for local and commuter pedestrian and bicycle trips in relation to the site and the surrounding community.

(b) The Pedestrian/Bicycle Routing Plan shall

(i) show the proposed

(A) sidewalks, walkways, and pathways,

(B) open space, including linear park connections, and

(C) other key pedestrian linkages,

and

(ii) demonstrate that pedestrian routes will provide for

(A) interconnected internal pedestrian routes within residential neighbourhoods that avoid major roads insofar as possible, and,

(B) efficient connections for pedestrian movement from residential neighbourhoods to public transit bus stops achieved by means of

  (I) public roads with sidewalks,

  (II) paved and lighted walkways that are short and direct, and

  (III) other methods satisfactory to the Approving Authority.

15.8 Transit Service Review

15.8.1 Purpose

The purpose of these policies is to provide for a Transit Coverage Plan to co-ordinate the design of a development with the public transit service for the area. The Transit Coverage Plan will need to address the transit routing options and coverage in relation to development, the pedestrian connections to transit stops from the development and any enhanced transit service facilities to be provided. The plan would be submitted as part of an Outline Plan/Land Use Amendment application.

15.8.2 Policies

(1) Transit Coverage Plan

In conjunction with an Outline Plan/Land Use Amendment application, a Transit Coverage Plan shall be submitted

(a) showing the proposed

  (i) routing of public transit buses,

  (ii) location of transit bus stops,

  (iii) residential dwellings within and beyond the prescribed transit coverage areas, and

  (iv) any enhanced transit facilities to be included in the development,

and

(b) demonstrating that the internal road network will accommodate

   (i) direct and efficient pedestrian connection to transit service, and

   (ii) suitable transit coverage.

15.9 Utility Servicing Review

15.9.1 Purpose

The purpose of these policies is to provide for the submission of servicing studies and analysis considered necessary to evaluate a proposal. This information would relate to municipal utilities including the water distribution system, the sanitary sewage system and the stormwater management system. The various servicing studies and analysis would be required at the Outline Plan/Land Use Amendment application stage.

15.9.2 Policies

(1) Water Distribution System

In conjunction with an Outline Plan/Land Use Amendment application, a Water Distribution Analysis should be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the water distribution system for the area.

(2) Sanitary Sewage System

In conjunction with an Outline Plan/Land Use Amendment application, a Sanitary Sewer Servicing Analysis should be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewage system for the area.

(3) Stormwater Management System

In conjunction with an Outline Plan/Land Use Amendment application, a Stormwater Management Plan, consistent with the Master Drainage Plan as approved by The City and the Province, should be submitted to demonstrate that the subject site can be serviced in accordance with the overall design of the stormwater management system for the area.

15.10 Financial Review

15.10.1 Purpose

The purpose of these policies is to ensure that major transportation and utility infrastructure improvements and facilities required to serve development within the planning area are identified prior to Outline Plan/Land Use Amendment approval. This infrastructure would include both on-site and off site roadway and utility improvements. It is intended that the information would form part of the decision-making process on an Outline Plan/Land Use Amendment proposal.

15.10.2 Policies

(1) **Infrastructure Improvement Analysis**

As part of an Outline Plan/Land Use Amendment application, a developer shall identify

- (i) the major on-site and off-site transportation and utility infrastructure improvements and facilities necessary to serve the subject site,
- (ii) the financing obligations for these improvements and facilities,
- (iii) the anticipated timing of construction of the transportation and utility infrastructure improvements and facilities relative to projected land absorption rates,
- (iv) the timing or development thresholds of any provincially or municipally-financed transportation and utility infrastructure improvements and facilities, and
- (v) as determined appropriate, the timing of any downstream transportation and utility infrastructure improvements and facilities.

(2) **Public Infrastructure Improvements in Relation to Budgeting Priorities**

The Administration shall identify the budgeting priorities of The City and the Province in relation to any major provincially or municipally-financed transportation or utility infrastructure improvements and facilities necessary to serve the subject site identified under subsection (1).

(3) **Report to Council**

The report to Council accompanying a Land Use Amendment application should address the proposal in the context of subsection (1) and (2).

16.0 IMPLEMENTATION POLICIES

16.1 Approval Process

16.1.1 Purpose

The purpose of these policies is to provide for the implementation of the policies within the Plan through the Outline Plan/Land Use Amendment process. While the implementation of the Plan will be achieved through many different planning initiatives, the principle means of implementation will occur through the Outline Plan/Land Use Amendment process. Under this process, lands are retained within a holding district that will allow only existing low intensity agricultural uses. Council will redesignate lands to the applicable residential, commercial, recreational or other land use districts. Prior to redesignation, an Outline Plan will need to be approved in order to resolve any design, transportation, and servicing issues, and any proposed redesignation should comply with the policies of this Plan.

16.1.2 Policies

(1) Land Use Approval

(a) The timing, direction, and extent of urban growth within Community 'A' and the Employment Centre/Mixed-Use Area shall be determined primarily through the Outline Plan/Land Use Amendment process, which establishes the design and land use pattern for the subject site and enables subdivision and development to proceed.

(b) The land use designations in effect at the time of approval of this Plan shall

- (i) continue to apply in accordance with the provisions of the *Municipal Government Act,* and
- (ii) remain in effect until it is determined appropriate to redesignate the lands to appropriate districts in accordance with the policies of this Area Structure Plan.

(2) Outline Plan Approval

Except in unique circumstances, Land Use approval under subsection (1)(b)(i) shall not be granted unless an Outline Plan for the site is first approved by the Calgary Planning Commission.

(3) Transitional Development

Prior to Land Use approval being granted to accommodate future urban development on a site as provided under (b) (ii) above, temporary uses, such as extensive agriculture, storage or resource extraction, may be allowed where determined to be compatible and appropriate and provided that such uses will not compromise the efficient transition to urban development identified for the site when determined appropriate.

16.2 Intermunicipal Co-ordination

16.2.1 Purpose

The purpose of these policies is to provide for the circulation and evaluation of Outline Plan/Land Use Amendment applications to the Municipal District of Foothills in relation to the provisions of the M.D. of Foothills/City of Calgary Intermunicipal Development Plan (IDP). This plan, approved by the Councils of the Municipal District and The City, identifies an area of mutual interest within both municipalities and establishes policies and processes for dealing with issues that may arise within the area. This area currently extends into the Southwest Community 'A' and Employment Centre/Mixed-Use Area.

16.2.2 Policies

(1) Intermunicipal Referral

(a) An Outline Plan/Land Use Amendment application comprising any lands within the Intermunicipal Development Plan area, and a Subdivision application and Development Permit application as referenced in the Plan, shall be referred to the Municipal District of Foothills for review and evaluation in relation to the policies of the IDP.

(b) The referral of an Outline Plan/Land Use Amendment application to the Municipal District of Foothills shall be subject to the provisions of the IDP.

(2) Intermunicipal Consultation

The City shall endeavour to consult and co-operate with the Municipal District of Foothills on planning, transportation and servicing matters that may arise within the Plan area that are intermunicipal in nature in order to achieve a co-operative and co-ordinated outcome.

16.3 Spruce Meadows Referral

16.3.1 Purpose

The purpose of these policies is to provide for the referral of an Outline Plan/Land Use Amendment application and, where determined appropriate, a Subdivision or a Development Permit application, to Spruce Meadows for review. This would occur where the proposal is located within the Conservation Area or Large Lot Residential Area adjacent to Spruce Meadows. The referral process is for notification and comment purposes only and does not confer any additional rights on Spruce Meadows other than those enjoyed by an adjacent landowner in terms of the review of a planning application.

16.3.2 Policies

(1) Referral Process

(a) An Outline Plan/Land Use Amendment application and, if determined appropriate, a Subdivision or a Development Permit application, within the Conservation Area or Large Lot Residential Area on the west side of the Plan area, shall be circulated to Spruce Meadows for review.

(b) In addition to subsection (1)(a), if determined appropriate, any other Outline Plan/Land Use Amendment application, or a Subdivision or a Development Permit application within the Plan area may be circulated to Spruce Meadows for review.

16.4 Wetland Jurisdiction

16.4.1 Purpose

The purpose of these policies is to provide for a process for addressing the provincial jurisdictional issues relating to natural wetlands. The process requires that the jurisdiction over a natural wetland be resolved to the satisfaction of The City at the Outline Plan/Land Use Amendment stage, and that the policies within this Plan would apply only where The City has jurisdiction. Otherwise, the policies may be used as a guideline in evaluating a natural wetland area.

16.4.2 Policies

(1) Determination of Jurisdiction Over Wetlands

(a) Prior to approval of an Outline Plan/Land Use Amendment application, the jurisdiction over a natural wetland within the application should be resolved to the satisfaction of The City.

(b) Where it is determined that The City does not have jurisdiction over a natural wetland, the policies within this Plan addressing natural wetlands

  (i) shall not apply, and

  (ii) may be used as a guideline in the evaluation process.

16.5 Future Expansion Area

16.5.1 Purpose

The purpose of these policies is to recognize that adjacent lands currently outside of the City will eventually form a logical and contiguous extension of the planning area. These lands are located immediately to the south of Community 'A' and the Employment Centre/Mixed-Use Area and are defined by the proposed alignment of 194 Avenue. When these lands are annexed into the City, they would need to undergo a planning evaluation, and then be incorporated into the Plan through the amendment process.

16.5.2 Policies

(1) Planning Evaluation Process

When the lands defined by the alignment of 194 Avenue and located immediately south of Community 'A' and the Employment Centre/Mixed-Use Area are annexed into the City, a planning evaluation of these lands shall be undertaken with the intent being to incorporate these lands into the Plan through the amendment process.

17.0 INTERPRETATION

17.1 General Definitions

The following general definitions shall apply:

(1) **Approving Authority** means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be;

(2) **Calgary Planning Commission** means the Calgary Municipal Planning Commission constituted following the Municipal Planning Commission Bylaw;

(3) **Community** means a logical, physical and social planning area, which is predominately residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents;

(4) **Council** means the Council of The City of Calgary;

(5) **Creditable Reserve Land** means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR) or municipal and school reserve (MSR) through the Subdivision Approval process in accordance with the *Municipal Government Act*;

(6) **Gross Area** means the total area of land contained within the property lines of a site;

(7) **Gross Developable Area,** for the purpose of calculating density, means the gross area of a site, excluding environmental reserve, expressways, freeways and interchanges, commercial and private recreational sites greater than 2.4 hectares in size and any land purchased by The City or the Joint Use Co-ordinating Committee;

(8) **Holding District** means the Urban Reserve District within the Land use Bylaw, or an equivalent district, that retains land at a low intensity of development pending redesignation to a land use district that accommodates urban level subdivision and development;

(9) **Neighbourhood** means a portion of a community that is generally defined by a 400-metre radius or five-minute walk from a central bus stop located within a neighbourhood node;

(10) **Net Developable Area** means the gross developable area of a site excluding public road rights-of-way, reserve land or public utility lots.

17.2 Land Use Definitions

The following land use definitions shall apply:

(1) **Accessory Use** means the use of land, buildings or structures for a purpose that is incidental or subordinate to the principle use of the site;

(2) **Comprehensive Residential Project** means a residential development containing more than one residential building on a lot;

(3) **Employment-Oriented Use** means an office use, light industrial use or other business use that requires a significant number of employees as an integral part of its operation and is compatible within a suburban business park context;

(4) **Extensive Agricultural Use** means the use of land, buildings or structures for the purpose of the raising of crops or rearing of livestock either separately or in conjunction with one another in a unified operation but does not include an intensive agricultural use;

(5) **Fee Simple Residential Project** means a residential development containing only one residential building on each lot within the project;

(6) **High Density Residential Use** means a residential use forming part of either a fee simple residential project or a comprehensive residential project developed to a density that is determined to be high density under the Land Use Bylaw;

(7) **Institutional Use** means the use of land, buildings or structures for the purpose of religious, charitable, educational, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries, and daycare centres;

(8) **Light Industrial Use** means the use of land, buildings or structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage and distribution of goods or materials that does not create conditions that are determined to have a significant adverse impact or are dangerous beyond the boundaries of the site by way of noise, odours, airborne emissions, outdoor lighting or vibration, conducts its operation primarily within an enclosed building and is not dependant to a significant extent upon outdoor storage of goods or materials as part of its operation, and may include, but is not limited to, indoor storage depots, warehouses, distribution centres and laboratories;

(9) **Local Commercial Use** means the use of land, buildings or structures for the purpose of providing retail goods and service on a limited scale to primarily employees or residents in the area and may include, but is not limited to, restaurants, convenience stores, service stations and gas bars, and financial institutions;

(10) **Low Density Residential Use** means a residential use forming part of either a fee simple residential project or a comprehensive residential project developed to a density that is determined to be low density under the Land Use Bylaw;

(11) **Medium Density Residential Use** means a residential use forming part of either a fee simple residential project or a comprehensive residential project developed to a density that is determined to be medium density under the Land Use Bylaw;

(12) **Office Use** means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include but is not limited to, administrative offices, consultations offices and research offices;

(13) **Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and public facilities;

(14) **Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds;

(15) **Residential Use** means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhouses, apartments and secondary dwellings;

(16) **Retail Commercial Use** means the use of land, buildings or structures for the purpose of selling retail goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment, but does not include, but is not limited to grocery stores, department stores, restaurants, automotive repair centres, entertainment facilities, and financial institutions;

(17) **Secondary Commercial Use** means the use of land, buildings of structures for the purpose of providing retail goods, services or entertainment to the final consumer that by its nature requires extensive indoor or outdoor areas for storage or display or carrying out the activity, entertainment or service and may include, but is not limited to, warehouse stores, automotive sales and rentals and bingo halls;

(18) **Secondary Dwelling** means a small-scale ancillary residential unit developed in conjunction with a single-detached dwelling, and includes a studio suite and an accessory suite;

(19) **Service Commercial Use** means the use of land, buildings or structures for the purpose of providing goods and services to the travelling public on sites dependent upon exposure and efficient access from roads carrying higher volumes of traffic and may include, but is not limited to, hotels, motels, restaurants, service stations, and convenience grocery stores;

(20) **Similar Use** means the use of land, buildings or structures for a purpose that is similar in form or function to a use identified within a land use area within the plan but does not meet the definition of that use in all respects;

(21) **Single-Detached Dwelling** means a residential building containing only one dwelling unit but does not include a mobile home;

(22) **Temporary Use** means a use of land that involves low capital investment in buildings or structures, can be readily removed once urban development is imminent, can be regulated through preestablished timelines under the land use controls in effect and will not, in anyway, compromise the ultimate planned use for the site.

17.3 Land Use Bylaw Definitions

The definitions in the Land Use Bylaw shall

(a) apply where a land use referred to in this Plan is not defined in section 17.2, and

(b) take precedence in the event of an inconsistency between the bylaw and a land use definition in section 17.2.

APPENDIX 1 - DESIGN GUIDELINES SPRUCE MEADOWS/URBAN DEVELOPMENT INTERFACE

(1) Lotting

(a) Residential lots within the Large Lot Residential Area should have

  (i) a minimum width of 25 metres, and

  (ii) a minimum area of 1100 square metres.

(b) Notwithstanding subsection (1)(a), in order to address the visual impact adjacent to Spruce Meadows, residential lots within the Large Lot Residential Area that abut the Conservation Area to a depth of two lots, should have

  (i) a minimum width of 30 metres, and

  (ii) a minimum area of 2025 square metres.

(c) In conjunction with an Outline Plan/Land Use Amendment application,

  (i) plans and information should be submitted that demonstrate compliance with subsection (1)(a) and (b) above, and

  (ii) land use controls or outline plan conditions should be applied to the site in order to ensure compliance with subsection (1)(a) and (b) at the subdivision approval stage.

(2) Yards

(a) A yard within the Large Lot Residential Area abutting the Conservation Area should be a minimum depth of 15 metres.

(b) In conjunction with an Outline Plan/Land Use Amendment application,

  (i) plans and information should be submitted demonstrating compliance with subsection (2)(a), and

  (ii) land use controls should be applied to a lot to ensure compliance with subsection (2)(a) at the development approval stage.

(3) Landscaping

(a) A lot within the Large Lot Residential Area and adjacent to the Conservation Area should contain

  (i) treed landscaping that significantly screens the view of Spruce Meadows from the residential dwelling unit, and

(ii) mature coniferous trees that are spaced to provide year round screening.

(b) In addition, public or private lands within the Conservation Area immediately adjacent to the residential lots within the Large Lot Residential Area should contain treed landscaping

(i) that suitably screens the view of Spruce Meadows from the residential dwelling unit, and

(ii) mature coniferous trees that are spaced to provide year round screening.

(c) In conjunction with an Outline Plan/Land Use application,

(i) plans and information should be submitted that demonstrates compliance with subsection (3)(a), and

(ii) land use controls should be applied to each lot to ensure compliance with subsection (3)(a) at the development approval stage.

(4) Fencing

(a) The boundary of the Large Lot Residential Area adjacent to the Conservation Area should contain a fence along the entire length of the residential subdivision between 194 Avenue S and the Transportation and Utility Corridor that

(i) limits access to the natural wetland to select and well-defined public access locations and avoids direct access points from private residential lots, and

(ii) is uniform in design and appropriate in terms of its quality and appearance.

(b) In conjunction with an Outline Plan/Land Use Amendment application,

(i) plans and information should be submitted to demonstrate compliance with subsection (4)(a), and

(ii) Outline Plan conditions should be applied to the site to ensure compliance with subsection (4)(a) at the subdivision approval stage.

(5) Grading

(a) The Large Lot Residential Area should be graded to

  (i) ensure that drainage from the residential lots within the area is directed east rather than west into the natural wetland, and

  (ii) minimize the elevation of the residential lots and reinforce the compatible interface between the single detached residential dwellings and Spruce Meadows.

(b) In conjunction with an Outline Plan/Land Use Amendment application,

  (i) a preliminary grading plan and cross-sections should be submitted to demonstrate compliance with subsection (5)(a), and

  (ii) land use controls or outline plan conditions should be applied to the site to ensure compliance with subsection (5)(a) at the subdivision approval stage.

(6) Pathways

(a) The regional and local pathway system within the Conservation area should

  (i) provide for circulation around and viewing of the natural wetland, and

  (ii) limit access from the Large Lot Residential Area across the natural wetland to 194 Avenue S or Spruce Meadows Trail only.

(b) In conjunction with an Outline Plan/Land Use Amendment application, plans and information should be submitted to demonstrate compliance with subsection (6)(a).

(7) Screening

(a) Single-detached residential dwellings abutting the Conservation Area within the Large Lot Residential Area should be suitably screened through the co-ordination of grading, yards, landscaping, fencing, built form and other design elements in order to reduce visibility between

  (i) the dwellings and Spruce Meadows, and

  (ii) Spruce Meadows Way and the dwellings.

(b) In conjunction with an Outline Plan/Land Use Amendment application, plans and information should be submitted to demonstrate the manner to which the various design elements operate in an integrated and co-ordinated basis to achieve the requirements of subsection (7)(a).

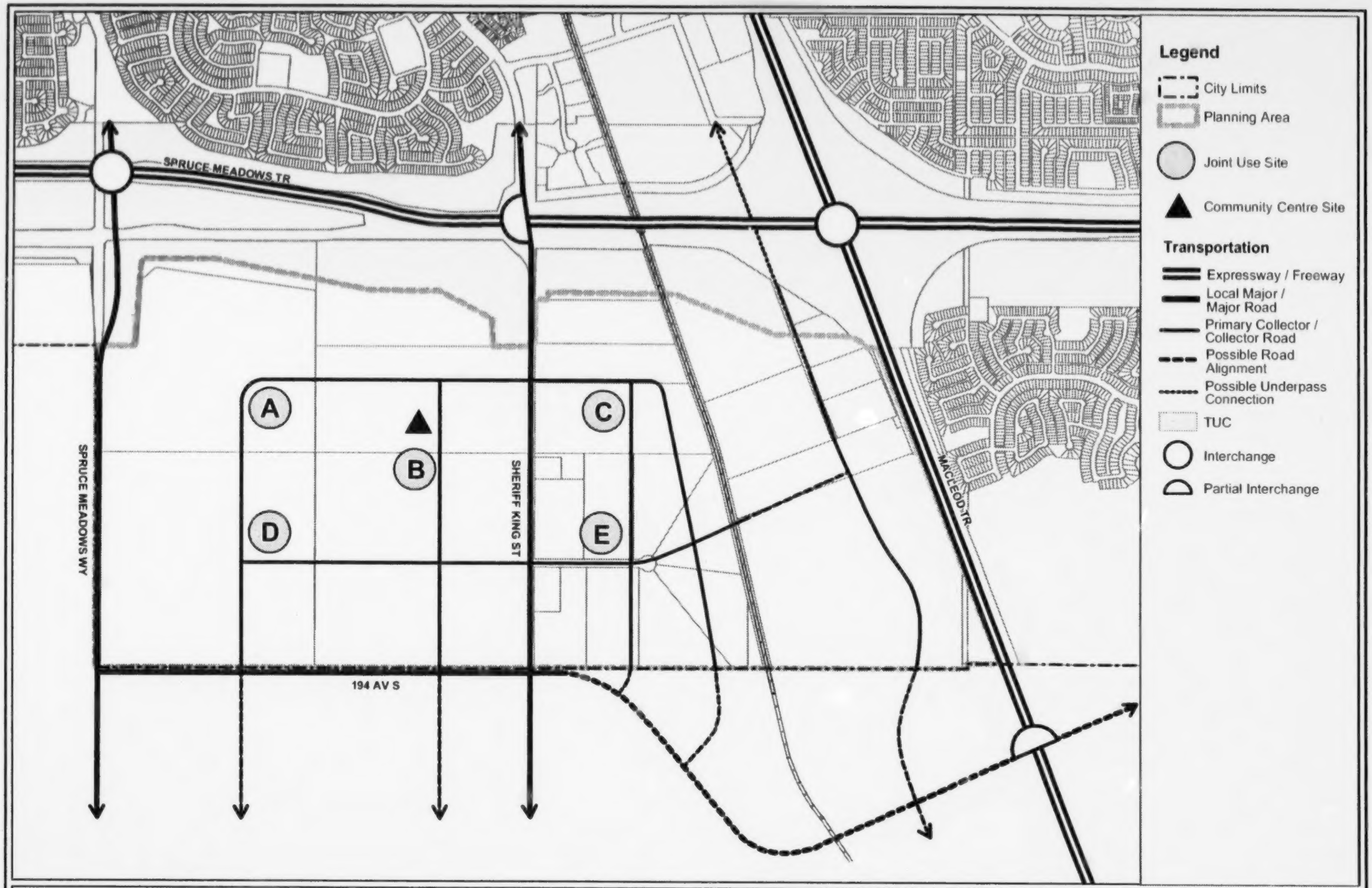
(8) Notification

(a) Show homes and marketing information should contain maps identifying the location of Spruce Meadows and providing notification concerning potential impacts of the Spruce Meadows operation.

APPENDIX 2 – DESIGN GUIDELINES JOINT USE SITES

The Joint Use Site (JUS) requirements for Community 'A' are identified in the following table and shown on the Joint Use Sites map.

Joint Use Site (JUS) and Community Centre Site Requirements			
Site	Type	School Board	Approximate Size Hectares (Acres)
A	Elementary / Junior High School	Calgary Separate School District	4.9 (12)
B	Junior High School	Calgary Board of Education	4.9 (12)
C	Elementary School	Calgary Board of Education	4.1 (10)
D	Elementary School	Calgary Board of Education	4.1 (10)
E	Elementary School	Calgary Separate School District	4.1 (10)
	Community Centre		1.2 (3) to 1.6 (4)
The exact size and location of a Joint Use Site will be determined at the Outline Plan / Land Use Amendment stage.			


Legend
City Limits
Planning Area
Joint Use Site
Community Centre Site
Transportation
Expressway / Freeway
Local Major / Major Road
Primary Collector / Collector Road
Possible Road Alignment
Possible Underpass Connection
TUC
Interchange
Partial Interchange
SPRUCE MEADOWS TR
SPRUCE MEADOWS WY
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Southwest Community 'A' and Employment Centre/Mixed-Use
Area Structure Plan

Map 3
Joint Use Sites

Date: 19/08/2003
File: sw-comm-plan-joint-use.mxd
Technical Services

Part 2
Background Information

Southwest Community 'A' and Employment Centre/ Mixed-Use Area Structure Plan

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Southwest Community 'A' and Employment Centre/ Mixed-Use Area Structure Plan

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1.0 PLANNING AREA

1.1 Location

The Southwest Community 'A' and Employment Centre/Mixed-Use Area Structure Plan comprises approximately 429 hectares (1060 acres) in the city's south west quadrant (Map A). The Plan area is situated south of Shawnessy Town Centre and the communities of Somerset and Bridlewood, west of the community of Chaparral and east of the Spruce Meadows equestrian facility. It is bounded on the north by the Transportation and Utility Corridor containing Spruce Meadows Trail (Highway 22X), on the east by Macleod Trail, on the west by Spruce Meadows Way and Spruce Meadows and on the south by the Municipal District of Foothills.

Wetland systems are located in the west and east parts of the Plan area. These systems flow to Pine Creek to the south. Pine Creek is a tributary to the Bow River, which is located east of the Plan area.

The Southwest Community 'A' and Employment Centre/Mixed-Use Area Structure Plan forms part of an extensive regional area located in both The City and the Municipal District of Foothills that includes natural wetland systems, an internationally renowned horse jumping and breeding facility, adjacent agricultural operations and country residential uses, and a future urban growth corridor. Planning for this area was undertaken with consideration given to this broader regional context.

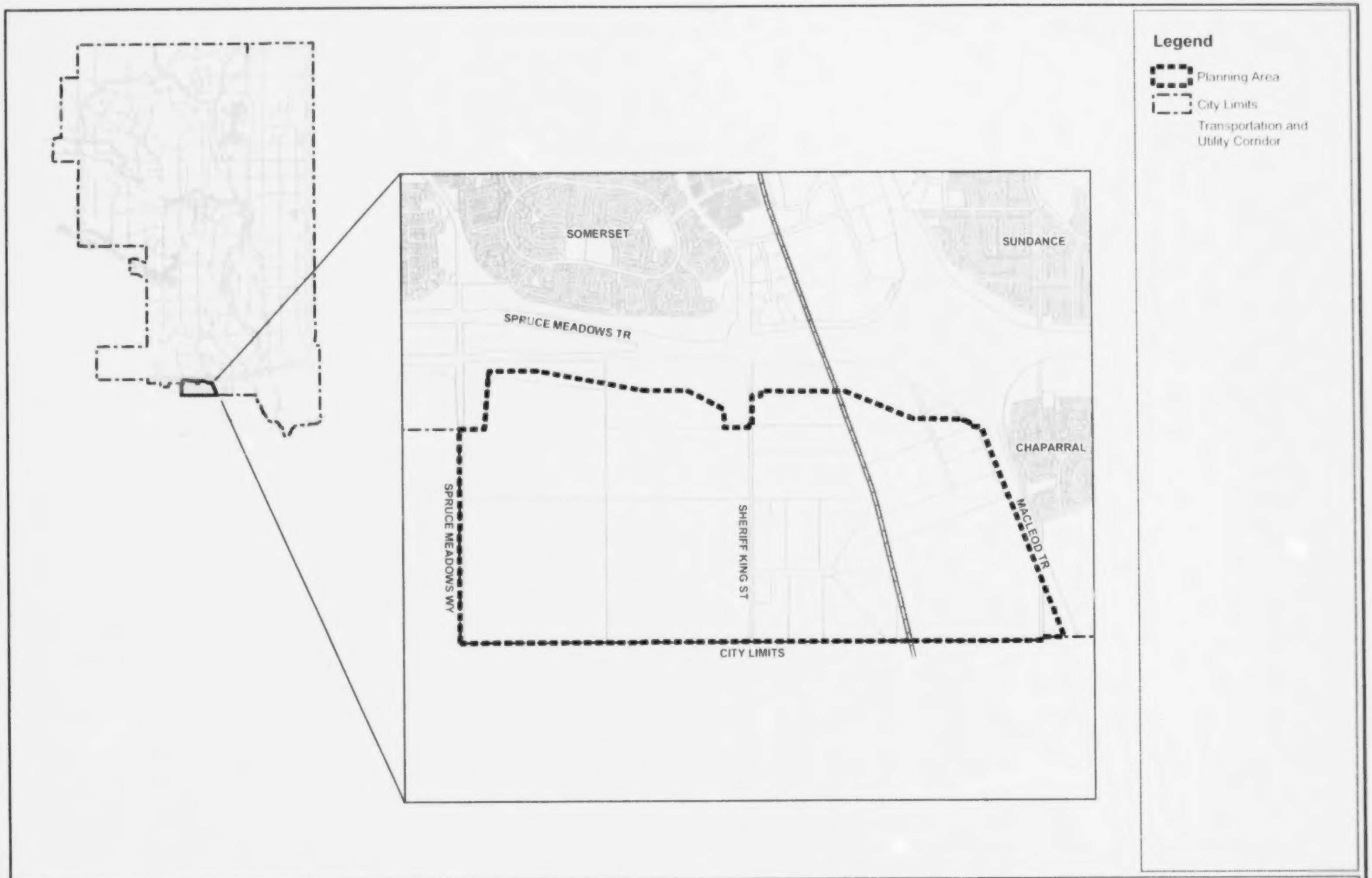
1.2 Historical Context

The Plan area was annexed from the Municipal District of Foothills (MD) on 1989 July 01. The annexation order included clauses indicating that annexed lands and improvements would continue to be assessed and taxed on the same basis as if they had remained in the MD until 2019 December 31, or until land use redesignation, connection to municipal services or subdivision of the land occurred.

The westerly section of the Plan area is mainly comprised of the original quarter sections currently in agricultural production, with the exception of the northerly portion of the quarter sections, which have been subdivided to accommodate the Transportation and Utility Corridor.

The central portion of the Plan area has been fragmented through previous subdivision activity that occurred when the lands were located in the MD, creating parcels of land ranging from 2 to 40 acres in size; some containing country residential development.

The easterly portion of the Plan area contains a number of parcels located along Macleod Trail. Some of these parcels have been acquired by The City.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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map A

Location

Date: 20/11/2003
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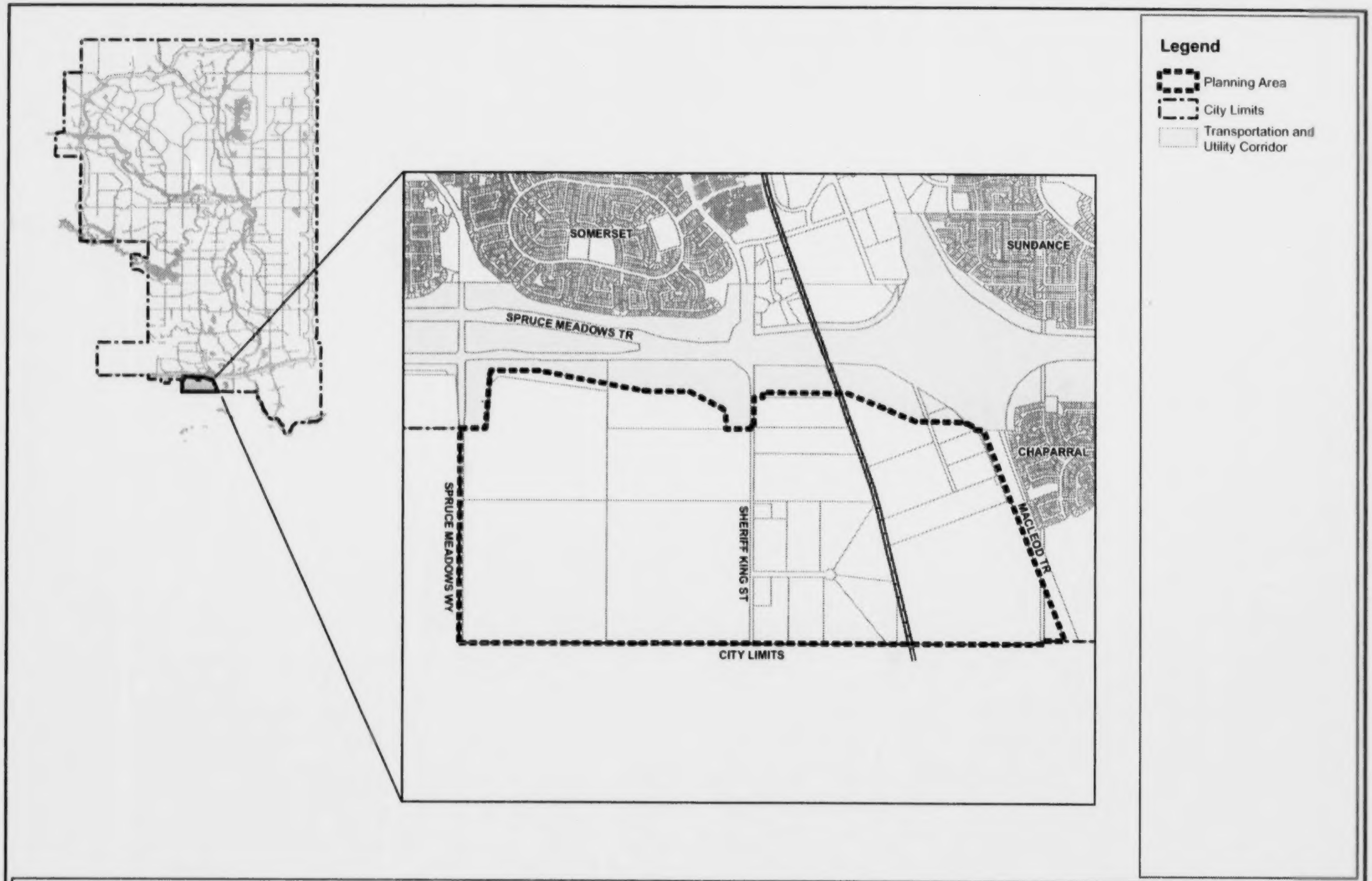
Technical Services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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map A

Location

Date: 20/11/2003
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2.0 POLICY FRAMEWORK

2.1 Legislative Authority

The preparation of an Area Structure Plan (ASP) falls under the authority of section 633 and 636 of the Municipal Government Act (MGA). The ASP, once adopted by Council, is a statutory plan that provides a framework for the subsequent subdivision and development of the Plan area. The ASP must describe:

- the sequence of development proposed for the area;
- the land uses proposed for the area, either generally or with respect to specific parts of the area;
- the density of population proposed for the area either generally or with respect to specific parts of the area; and
- the general location of major transportation routes and public utilities.

The ASP may also contain other matters that the Council considers necessary.

While preparing the ASP, The City must:

- provide a means for any person who may be affected by it to make suggestions and representations;
- notify the public of the plan preparation process and of the means to make suggestions and representations;
- notify the school authorities with jurisdiction in the area to which the plan preparation applies and provide opportunities to those authorities to make suggestions and representations; and
- notify the adjacent municipality of the plan preparation and provide opportunities to that municipality to make suggestion and representations.

The MGA further directs that, under section 622(3) of the Act, every statutory plan and land use bylaw, be consistent with the Provincial land use policies. These provincial land use policies were established by the Lieutenant Governor in Council and address issues of Provincial importance.

2.2 Policy Documents

The ASP must also be consistent with other statutory plans adopted by The City. There are two main statutory plans affecting the Plan area, namely: The City of Calgary Municipal Development Plan (The Calgary Plan); and, The Municipal District of Foothills / City of Calgary Intermunicipal Development Plan. In addition to these statutory plans, The City has adopted other non-statutory policies for consideration that guide development such as The Calgary Transportation Plan and the Sustainable Suburbs Study. The broad policy framework governing the Plan area is contained within these statutory and non-statutory planning documents.

2.2.1 Municipal Development Plan

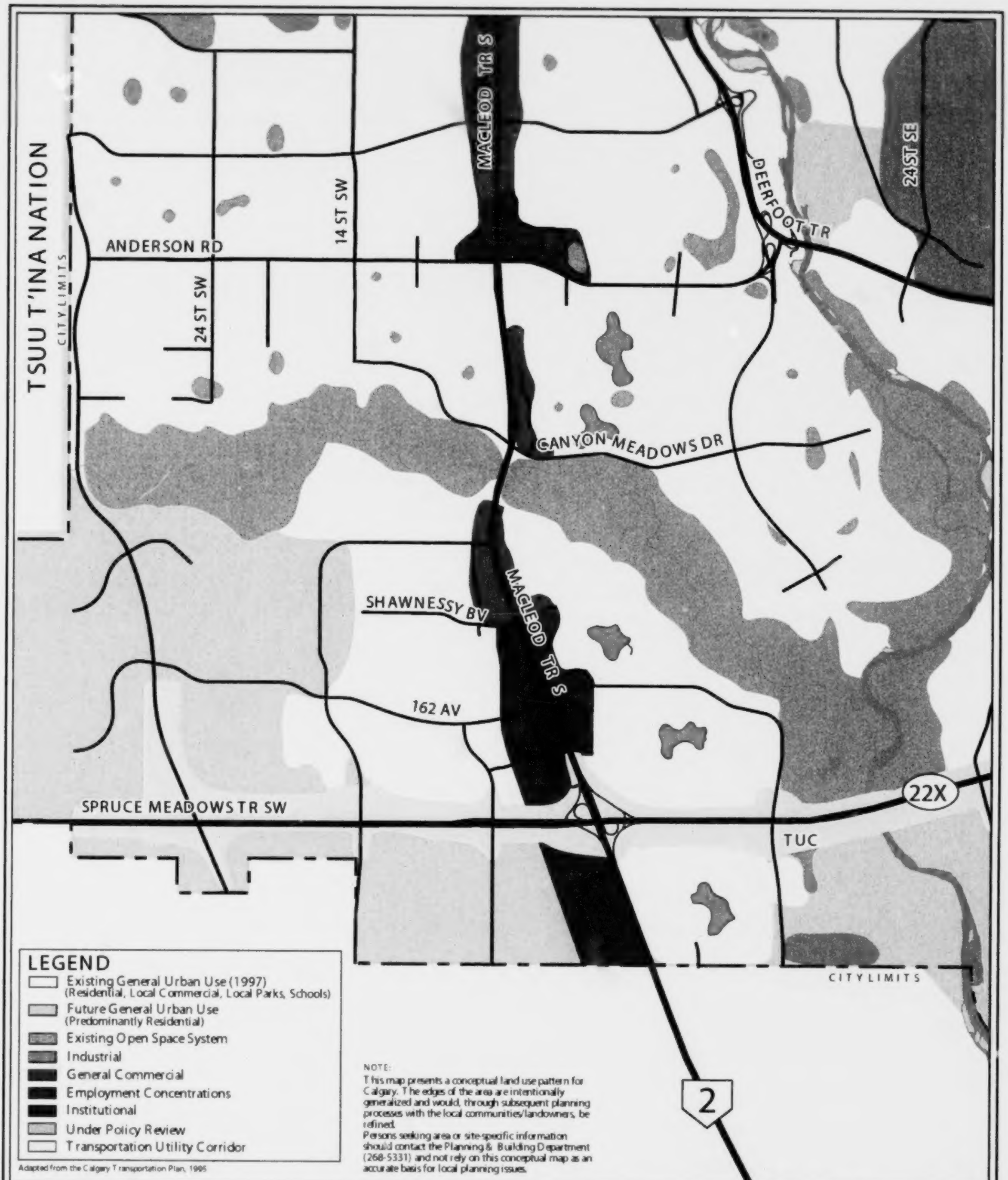
The Calgary Plan provides an overall vision for The City and identifies the Plan area for "Future General Urban Uses (Predominantly Residential)" and "Employment Concentrations". Lands within the eastern portion of the Plan area have been identified as an area for Employment Concentration while lands in the western and central areas have been identified for Future General Urban Uses (Predominantly Residential). As indicated within The Calgary Plan, the Future Conceptual Urban Structure map (Map B): "…presents a generalized picture of Calgary's major land uses and their locations. As such, it portrays future land use at the broad policy level. A more precise indication of intended land use will be developed over time through the preparation of more detailed plans such as growth area management plans, area structure plans, area redevelopment plans, etc."

2.2.2 Intermunicipal Development Plan

The Municipal District of Foothills and City of Calgary jointly adopted an Intermunicipal Development Plan, which provides policies on areas of mutual interest. The Plan area as well as the surrounding areas to the east, west and south, are within this mutual planning area. The Plan area is identified as an Agricultural/Future Urban Development Policy Area (Map C). The Agricultural/Future Urban Development policies provide for the recognition and continuation of existing and non-intensive agricultural operations until such time as urban development is ready to proceed. Evaluation criteria to address future urban development are also provided. Lands to the west and a small strip of land in the northwesterly portion of the Plan area adjacent to the TUC are identified as Spruce Meadows. Policies for Spruce Meadows include:

- recognition and continuance of this facility as an internationally recognized premier equestrian facility;
- consideration of possible impacts of land use redesignations, subdivision or development in the vicinity of Spruce Meadows on both the current and future operations of this equestrian facility.

The IDP also identifies the lands south of the Plan area as a future urban growth corridor and a portion of these lands are targeted for annexation by The City in 2004.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CITY LIMITS
ANDERSON RD
24 ST SW
14 ST SW
DEERFOOT TR
24 ST SE
CANYON MEADOWS DR
SHAWNESSY BV
MACLEOD TR S
162 AV
SPRUCE MEADOWS TR SW
22X
TUC
CITY LIMITS
2

LEGEND

- ☐ Existing General Urban Use (1997) (Residential, Local Commercial, Local Parks, Schools)
- ▨ Future General Urban Use (Predominantly Residential)
- ▨ Existing Open Space System
- ▨ Industrial
- ■ General Commercial
- ■ Employment Concentrations
- ■ Institutional
- ▨ Under Policy Review
- ☐ Transportation Utility Corridor

Adapted from the Calgary Transportation Plan, 1995

NOTE:
This map presents a conceptual land use pattern for Calgary. The edges of the area are intentionally generalized and would, through subsequent planning processes with the local communities/landowners, be refined.
Persons seeking area or site-specific information should contact the Planning & Building Department (268-5331) and not rely on this conceptual map as an accurate basis for local planning issues.

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Southwest Community 'A' and Employment Centre/Mixed-Use
Area Structure Plan

Map B
Municipal Development Plan
Future Conceptual Urban Structure

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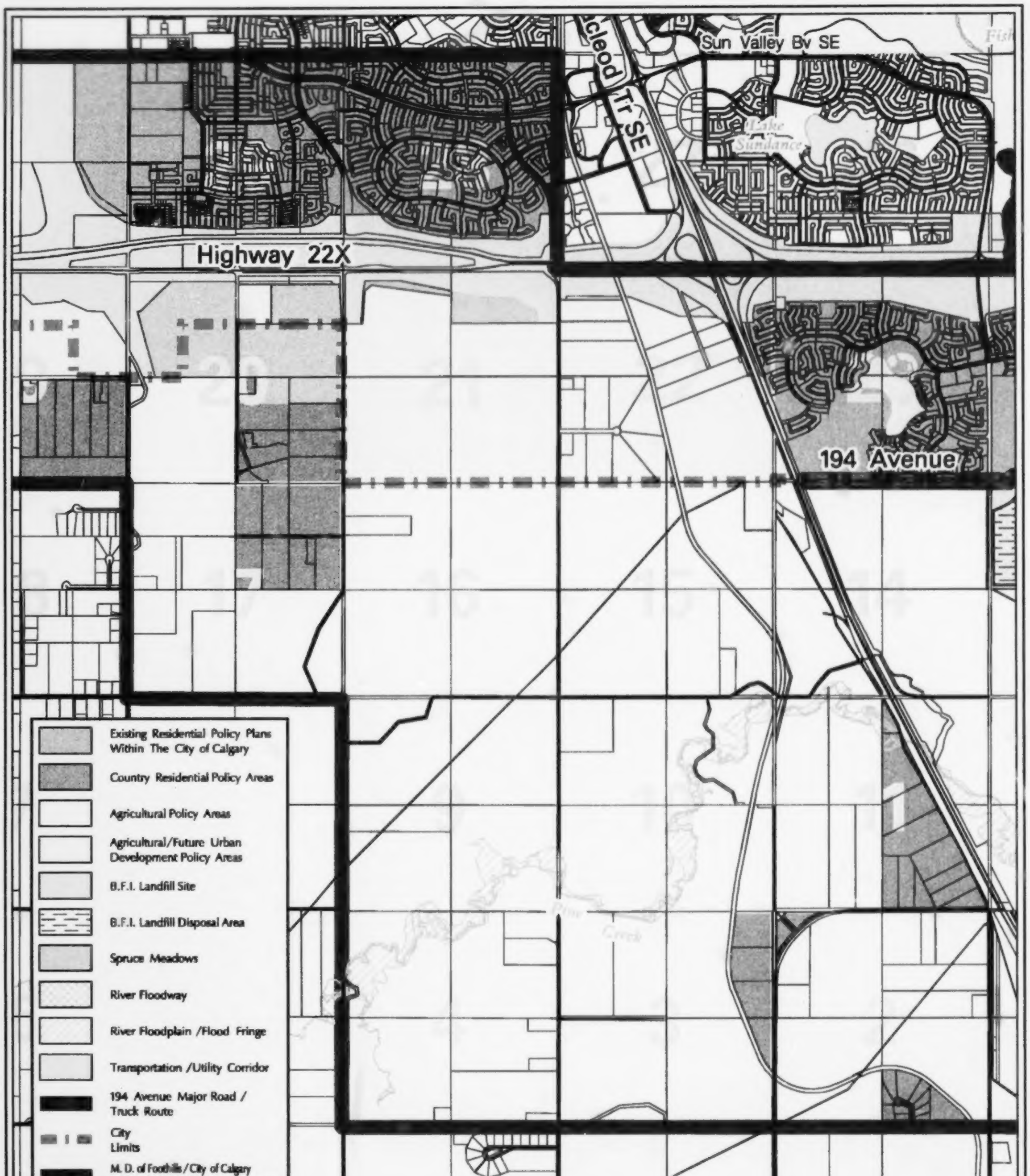
Sun Valley Bv SE
Macleod Tr SE
Lake Sundance
Highway 22X
194 Avenue
Pine Creek
Existing Residential Policy Plans Within The City of Calgary
Country Residential Policy Areas
Agricultural Policy Areas
Agricultural/Future Urban Development Policy Areas
B.F.I. Landfill Site
B.F.I. Landfill Disposal Area
Spruce Meadows
River Floodway
River Floodplain /Flood Fringe
Transportation /Utility Corridor
194 Avenue Major Road / Truck Route
City Limits
M. D. of Foothills / City of Calgary Intermunicipal Development Plan Area
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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map C
Intermunicipal Development Plan
Policy Areas

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Technical Services

3.0 NATURAL AREAS

3.1 Wetlands

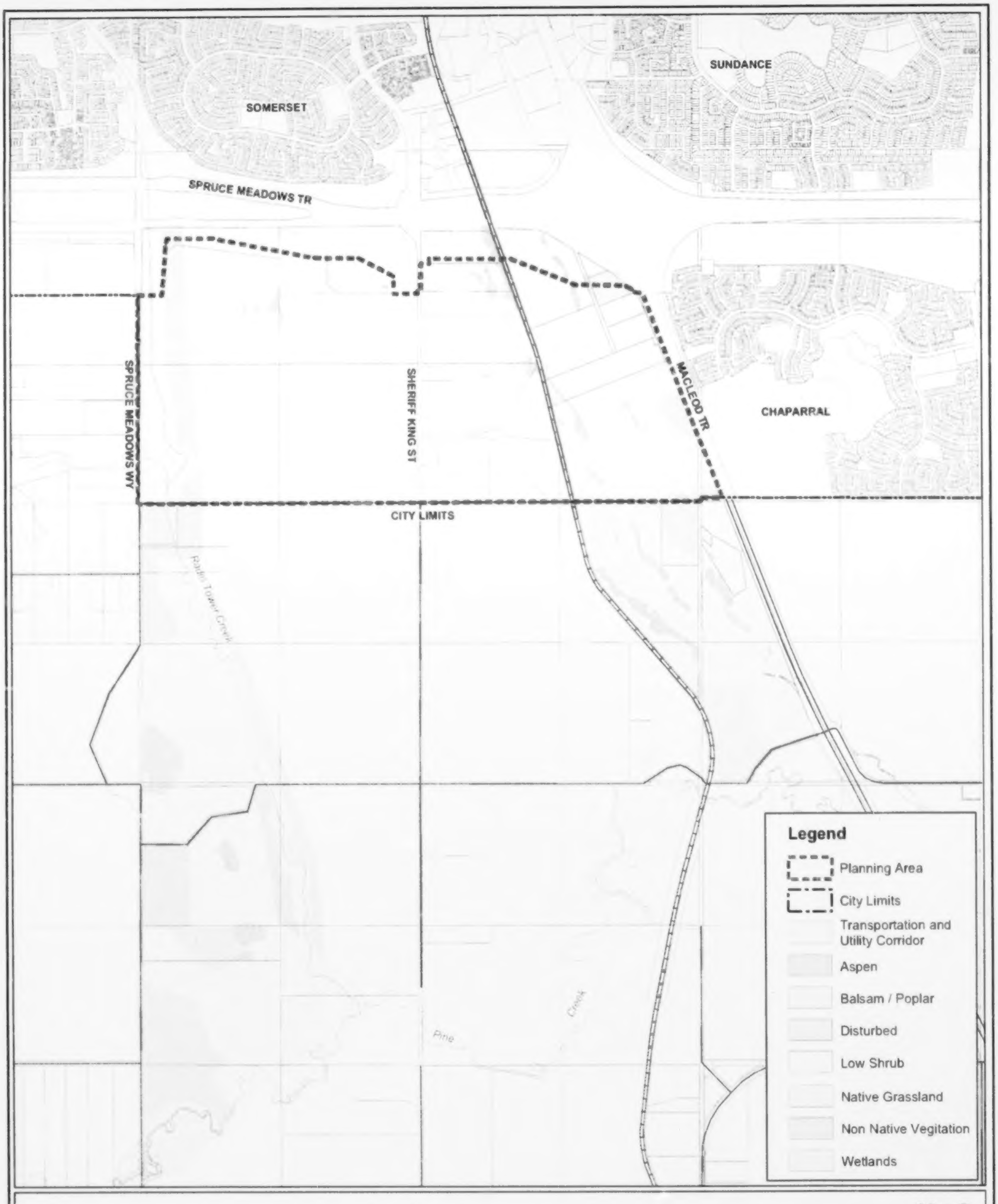
The Radio Tower Creek Wetland bounds the western edge of the Plan area, and is part of a natural creek which flows out of the Bridlewood Wetland on the north side of the TUC (Spruce Meadows Trail) and southward to Pine Creek (Map D). It lies in a shallow valley and is surrounded by native vegetation. This wetland varies from 120 metres to 300 metres in width, is about 1600 metres long, and within the Plan area is about 24 hectares in size.

The Priddis Wetland located in the eastern portion of the Plan area is one of the largest wetlands in Calgary. It is supplied by surface runoff and ground water, and flows southward through culverts to Pine Creek. It lies in a shallow valley and is surrounded by native vegetation. Within the Plan area, the wetland varies from 100 metres to 300 metres in width, is about 1,700 metres long, and is approximately 45 hectares in size. The entire wetland is about 3 kilometres long, and is approximately 70 hectares in size. The combined wetlands and associated uplands with their native grassland are approximately 135 hectares in size.

A small wetland is located on the north boundary and within the TUC. It is of fair significance and should be protected from roadway development, and utility development should be mitigated. With proper design and mitigation, TUC storm water runoff could be directed through the area. About three other isolated wetlands and an intermittent drainage course exist within the Plan area.

3.2 Vegetation

A stand of Aspen and Balsam Poplar trees, and surrounding native grassland, are located adjacent to the Canadian Pacific Railway tracks in the northeastern part of the Plan area. It is part of the Priddis Wetland natural area in terms of its origin and function. This treed area provides a natural refuge for larger mammals and nesting birds. A few other isolated tree stands are scattered throughout the area.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Radio Tower Creek
Pine
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Legend
Planning Area
City Limits
Transportation and Utility Corridor
Aspen
Balsam / Poplar
Disturbed
Low Shrub
Native Grassland
Non Native Vegitation
Wetlands

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Area Structure Plan

Map D

Natural Areas

Date: 20/11/2003
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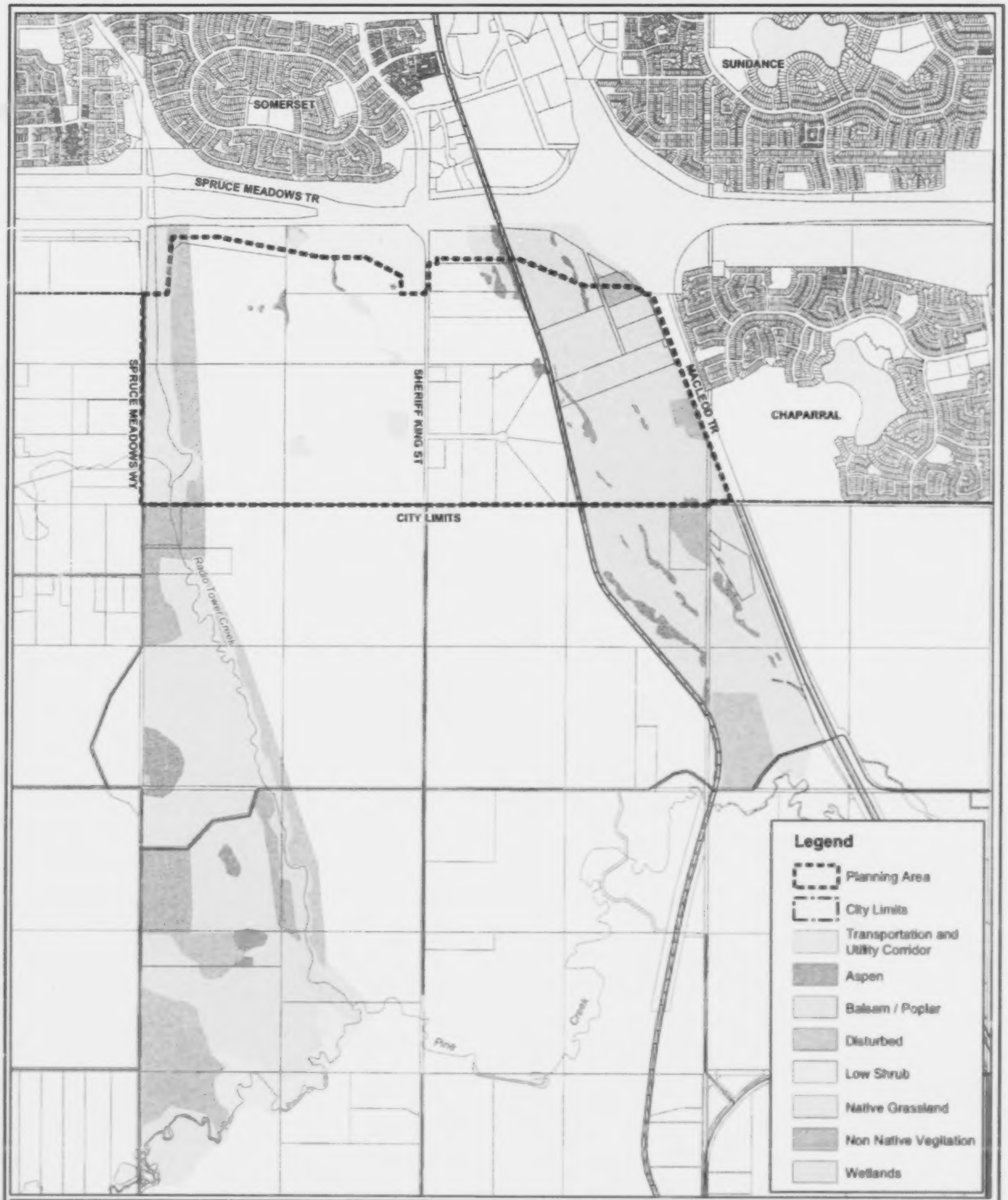
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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map D

Natural Areas

Date: 20/11/2000
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Technical Services

4.0 ENVIRONMENTALLY SIGNIFICANT AREAS

4.1 Identification of Environmentally Significant Areas

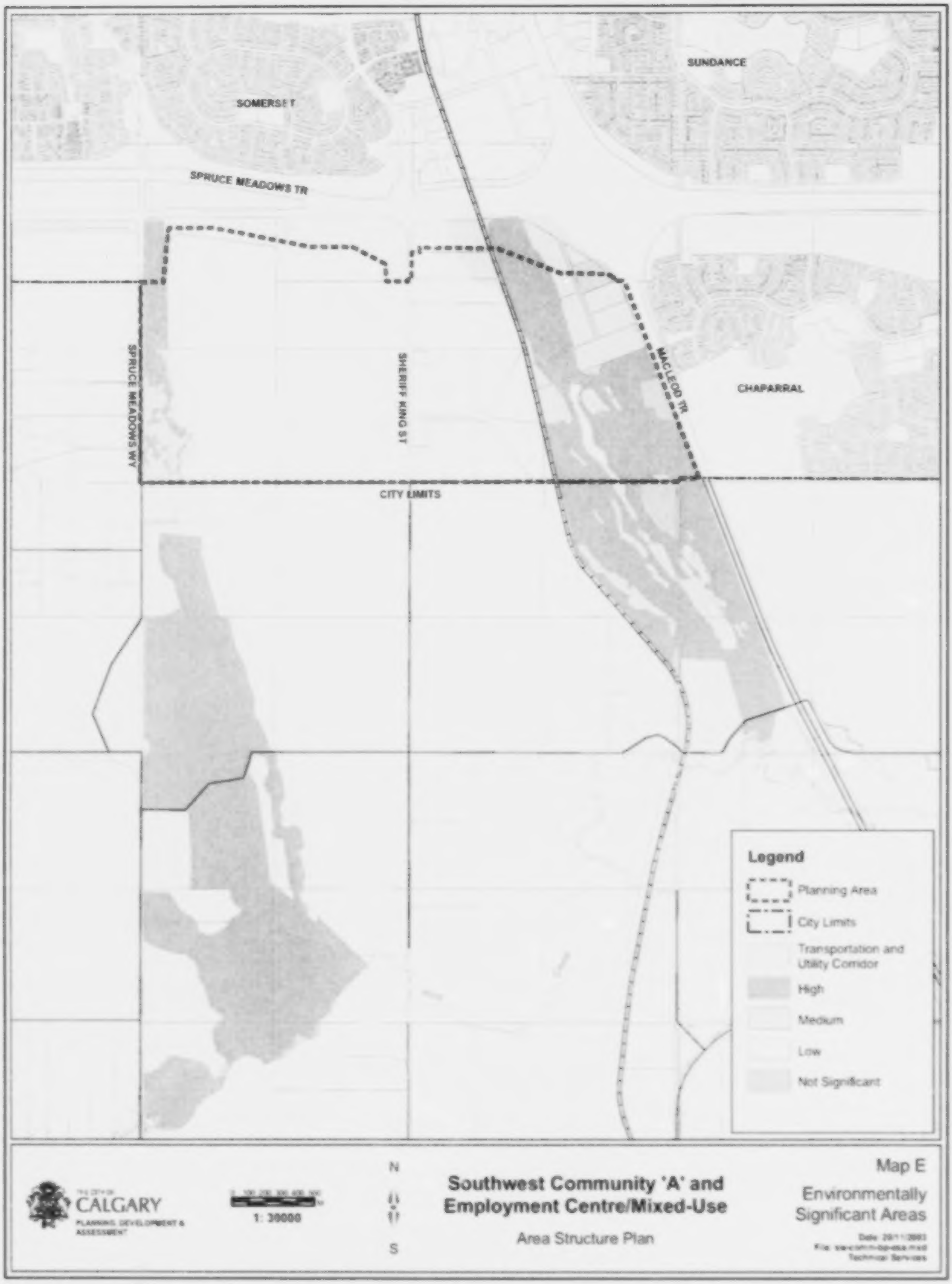
An Environmentally Significant Area (ESA) is defined as a natural area which, due to its features or characteristics, is significant from an environmental perspective to The City of Calgary and has the potential to remain viable within an urban environment.

The significance of a natural area is determined by a combination of the following:

- quality of biotic habitat;
- level of importance to the healthy maintenance of the human system;
- level of importance to the healthy maintenance of the natural system;
- presence of distinctive and/or unusual landform; and
- limited representation within the area or city.

ESAs in the Plan area are predominately located within the Priddis and Radio Tower Creek Wetland systems (Map E). These wetlands contain a diverse range of community types including open water, emergent marsh, meadow, shrub, forest communities and provide a good range of habitat and structural diversity, including breeding and stopover habitat for waterfowl, shorebirds, and songbirds. There is also evidence of mammal species such as deer, coyote and small mammals using these wetland areas.

The IDP identifies these wetland systems as natural areas that could eventually be linked as a continuous open space system within the Pine Creek and Bow River valleys.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Legend
Planning Area
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Transportation and Utility Corridor
High
Medium
Low
Not Significant
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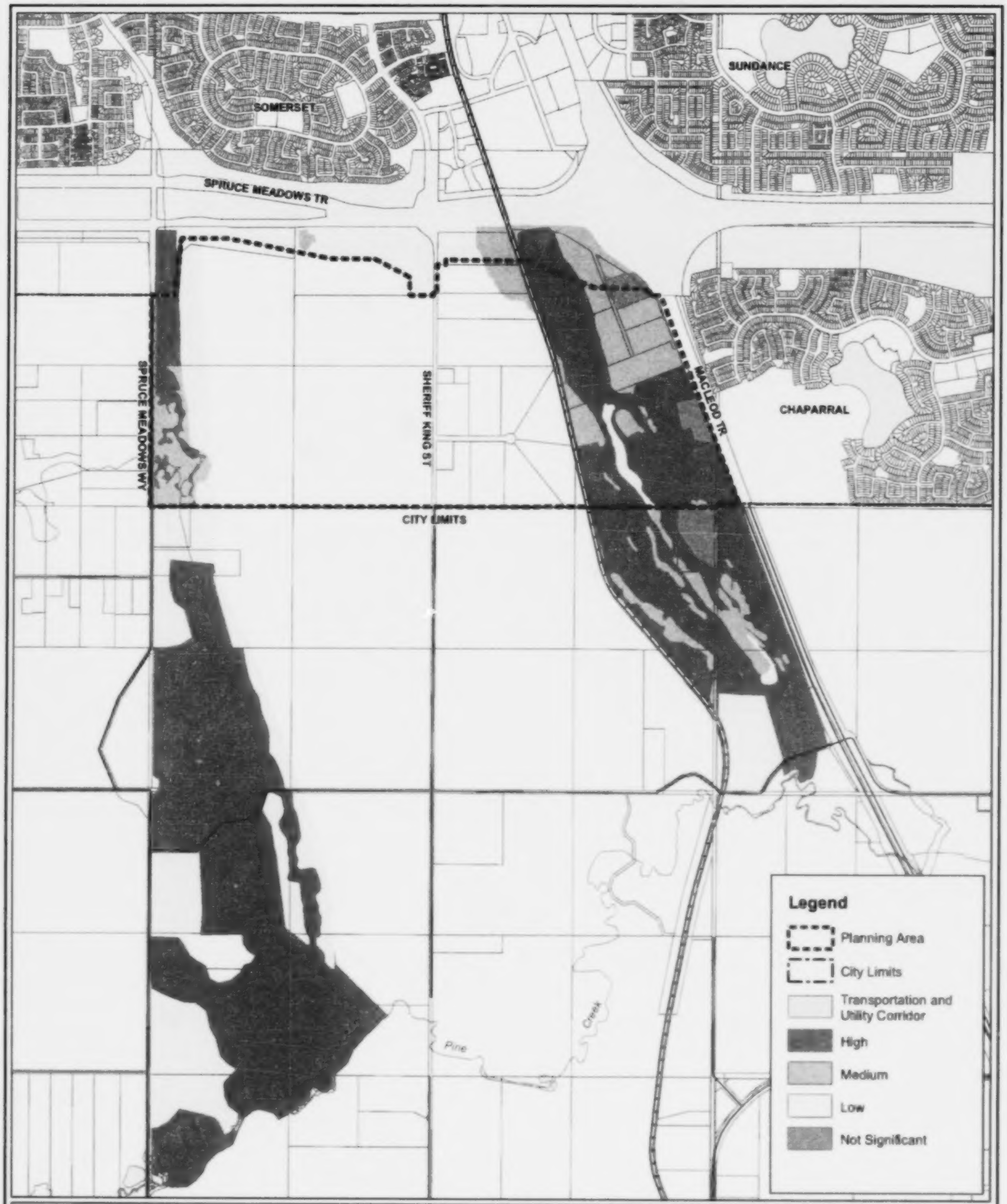
Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map E

Environmentally Significant Areas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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map E

Environmentally Significant Areas

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4.2 Evaluation of Environmentally Significant Areas

As part of the planning process for the Plan area, Calgary Parks retained the firm of Jacques Whitford Environmental Limited to prepare biophysical impact assessments for the Radio Tower Creek and Priddis Wetlands. These assessments have provided basic information on wetland habitats and their environmental significance and assisted Calgary Parks to prepare a preliminary ESA assessment for the Plan area. These assessments also provided information on future stormwater and roadway impacts on these wetlands and the recommended mitigation to ensure future wetland sustainability.

The majority of the Radio Tower Creek Wetland has been rated as a *high environmental significance*, with some adjoining upland areas being of moderate significance. The majority of the Priddis Wetland is of *high environmental significance*, with some adjoining upland areas being of moderate to high significance. The Aspen Poplar tree and Willow stand, with surrounding native grassland, is of *moderate environmental significance.*

4.3 Protection of Environmentally Significant Areas

Areas identified as ESAs are not automatically acquired and/or protected from development but rather subjected to review and decision-making at the Outline Plan/Land Use Amendment stage. The protection of ESAs can occur through the dedication of land as Environmental Reserve (ER) or Municipal Reserve (MR), by purchase or the implementation of development controls or subdivision restrictions.

The Priddis and Radio Tower Creek Wetlands should be protected from urban development, including residential uses, roadways, and utilities. They are natural drainage courses and hence would qualify as ER. Additional buffering and public access could be provided through the dedication of MR.

The Aspen Poplar tree and Willow stand, with surrounding native grassland, should be protected from urban development, including residential and commercial uses, roadways, and utilities. This area should be conserved through the dedication of MR.

Storm water could be directed into both wetlands in order to make them sustainable in the long term. The Priddis Wetland corridor extending to Pine Creek should be protected as a wildlife corridor.

Mitigation and creative design solutions for proposed road crossings and other forms of development should be explored to ensure wetland sustainability for the long-term.

Mitigation could include:

- restoration of disturbed wetlands damaged by construction;
- construction of additional wetland areas adjoining the existing wetlands;
- protection of upland native vegetation areas with voluntary ER.

Wetlands also provide valuable recreational resources. With proper planning and design, recreational development such as pathways and viewpoints do not have to compromise the natural habitat.

More detailed biophysical impact assessments may be necessary by the proponents of any Outline Plan/Land Use Amendment applications for development that could have an effect on the wetlands.

5.0 SITE DEVELOPMENT

5.1 Topography

The terrain slopes generally downward toward the east from a low ridge in the western part of the Plan area. Two shallow valleys lying in the western and eastern portions of the Plan area contain wetlands (Map F).

5.2 Archaeology

A Native Archaeological Site Inventory was prepared in 2002 for The City of Calgary by Lifeways of Canada Ltd., a cultural resource consulting company. The document provides an inventory and description of archaeological sites that have been identified within the City. The inventory does not identify any archaeological sites within the Plan area. However, archaeological issues will be examined in further detail at the Outline Plan/Land Use Amendment stage as the Applicant will be required to submit a detailed archaeological analysis of the area being applied for.

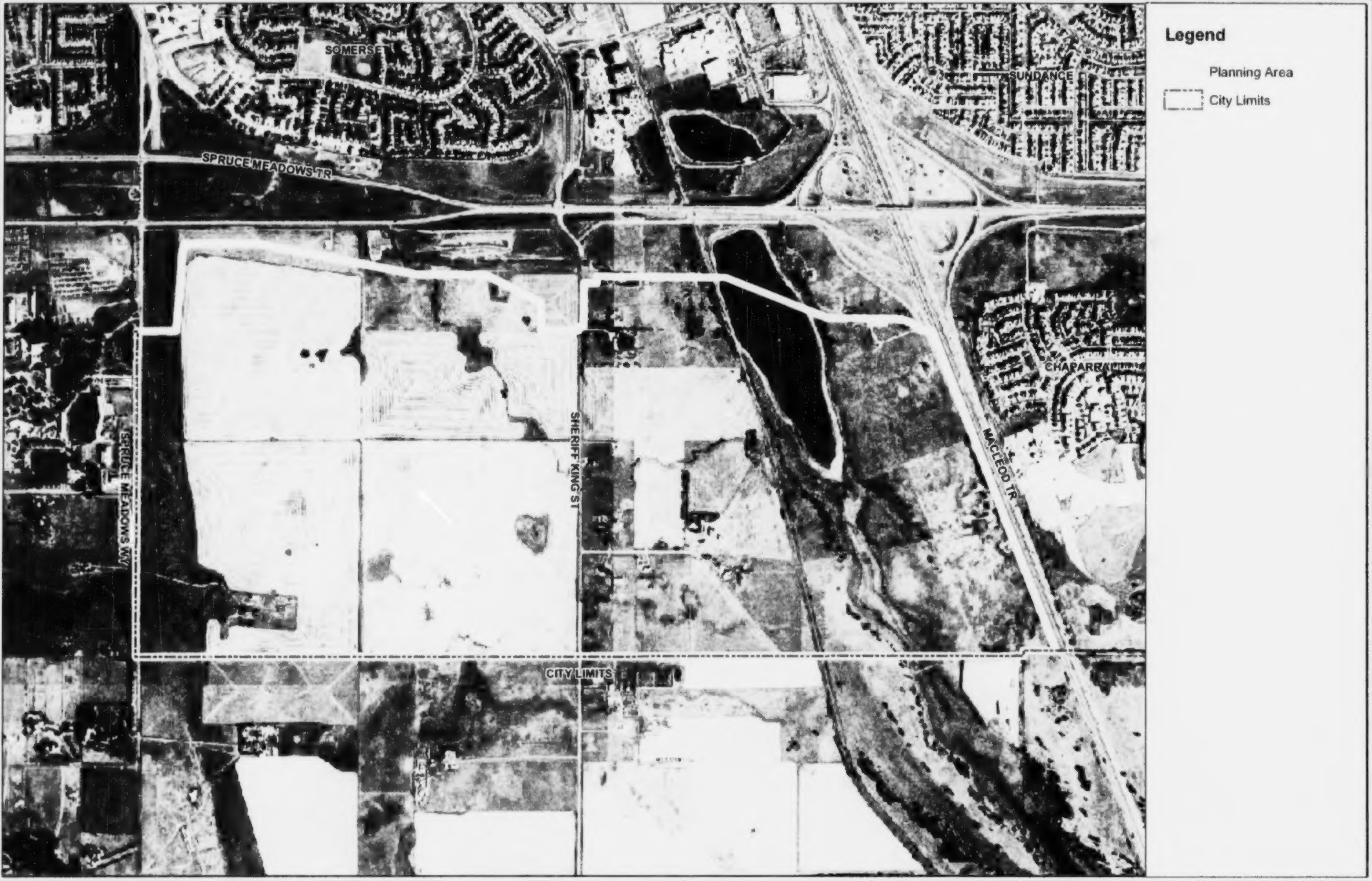
5.3 Geology

The Plan area is underlain by the Cretaceous Porcupine Hills Formation consisting of undulating crossbedded sandstone and calcareous bentonitic shale. This is overlain by tertiary sand and gravel of the Empress Formation, indicating that the area was a preglacial valley. The surficial geology changes from gravel overlying pebble-loam (till) in the west to poorly sorted silt, sand, clay and organic sediment in the center lowland area to sand and silt overlying pebble-loam till in the east.

Upland soils in the Plan area are classified as Orthic Black Chernozems, while lowland soil adjacent to wetland areas are classified as Rego Humic Gleysols (carbonate phase). Orthic Black Chernozemic soils are generally well drained, black grassland soils formed on strongly calcareous tills and glaciofluvial outwash gravel. The Gleysols are poorly drained, calcareous, depressional soils formed on recent slough deposits and overlying till.

5.4 Environmental Screening

A screening level site assessment was conducted for the Plan area to identify potential environmental concerns relating to site contamination. Phase 1 Environmental Site Assessments were prepared for the westerly portion of the Plan area and a screening level site assessment was prepared for the easterly Plan area. No substantive disturbances were identified that would require more detailed environmental assessment work at this time. Further environmental assessment work will be required at the Outline Plan/Land Use Amendment stage to ensure that the lands are suitable for the proposed development and to address any mitigation that may be required.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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map F

Aerial Photo

Date: 20/11/2003
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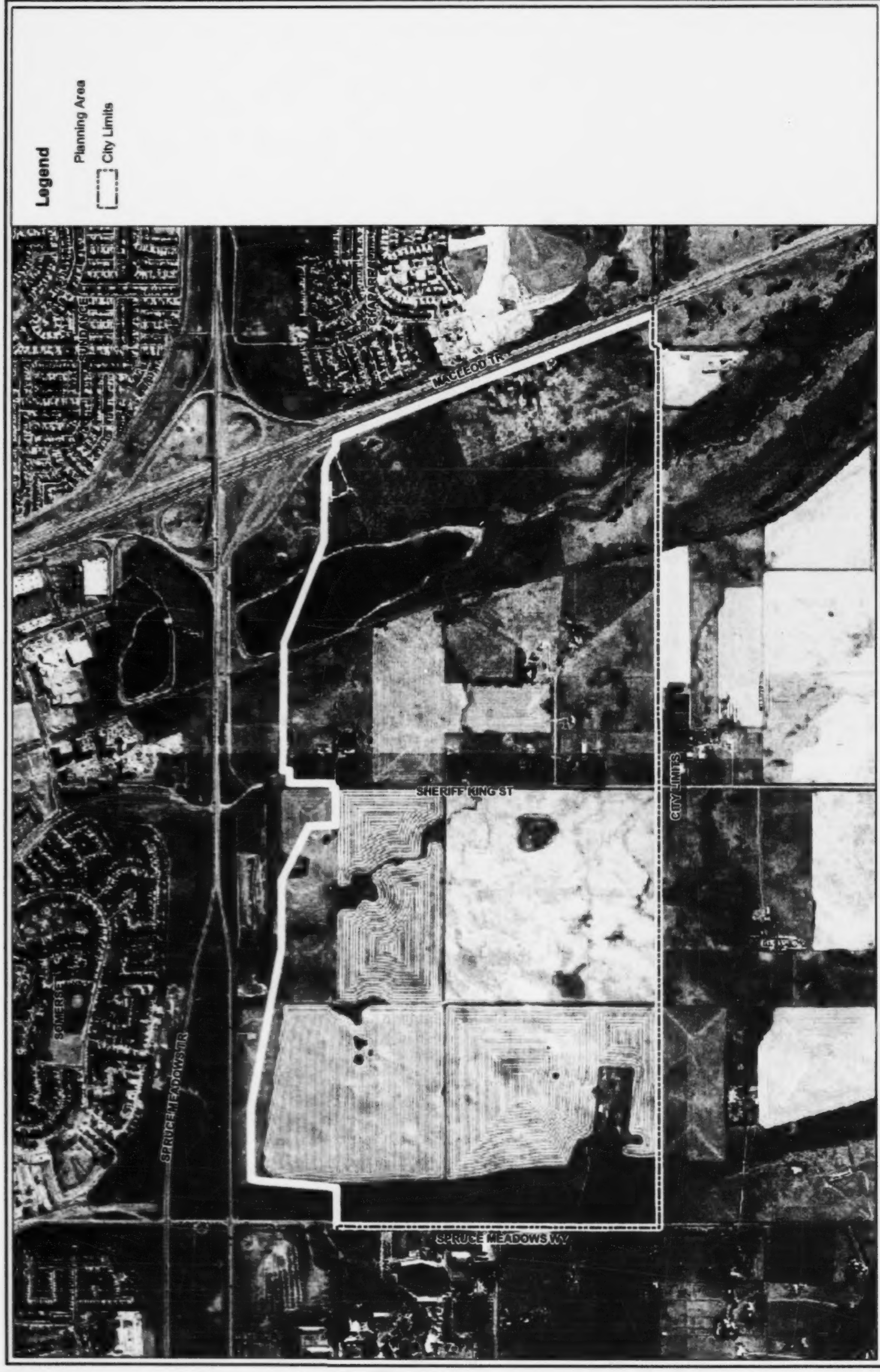
Technical Services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CHAPARRAL
SUNDANCE

Map F

Aerial Photo

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Technical Services

Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

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6.0 LAND USE CONTEXT

6.1 Existing Uses

The predominant land use within the westerly portion of the Plan area is crop production, with the exception of the Radio Tower Creek Wetland which flanks the westerly portion of this area. This use is reflected in the landownership pattern much of which consists of quarter sections or large parcels.

The central area located between Sheriff King Street and the Canadian Pacific Railway contains country residential sized parcels; some which have been developed with residential dwellings.

The easterly portion of the Plan area adjacent to Macleod Trail contains consolidated land holdings owned by The City and two privately-owned parcels. The Priddis Wetland is also located in this area.

Property in the Plan area is designated as Urban Reserve under Land Use Bylaw No. 2P80.

6.2 Surrounding Uses

The Plan area is surrounded by a variety of land use types (Map F). The Spruce Meadows equestrian centre, located to the west of the Plan area in the Municipal District of Foothills (MD) and The City of Calgary, is a major horse tournament, breeding and training facility. Lands south of Spruce Meadows in the MD are designated for Country Residential uses. Lands south of the Plan area located within the MD are primarily agricultural uses. The communities of Bridlewood and Somerset and Shawnessy Town Centre are located north of the subject area while the community of Chaparral is located east of the Plan area. The communities of Bridlewood, Somerset and Chaparral are characterized by residential development while the Shawnessy Town Centre is characterized by commercial/business development. This commercial/business node is located across the TUC immediately north of the easterly portion of the Plan area.

6.3 Spruce Meadows

The Spruce Meadows equestrian facility is located adjacent to the west boundary of the Plan area. This facility is internationally recognized for its horse jumping tournaments and horse breeding and training facilities, and generates large volumes of local, national and international interest from its various tournaments and functions held throughout the year. The premises also contain conference and exhibition facilities that are used throughout the year.

Spruce Meadows owns over 327 acres of land within the jurisdictions of The City of Calgary and Municipal District of Foothills. Existing facilities include competition rings and stadium, conference centre and associated pavilions, food services buildings, barns and maintenance buildings, parking lots and open space. About 100 horses are maintained year round with its full-time horse breeding and training facilities and up to 900 horses during event times. To sustain the health and safety of animals, Spruce Meadows has implemented a high standard maintenance program that involves daily maintenance practices and the regular removal of animal waste from the premises.

Spruce Meadows holds four major outdoor tournaments and two major indoor tournaments a year. In addition to these major tournaments, other special events occur at the facilities on a daily basis. Annual tournament attendance has increased over the past several years, increasing from 188,000 in 1987 to 386,044 in 2001.

In 2002, the Municipal District of Foothills adopted an Area Structure Plan for Spruce Meadows lands within its jurisdiction. This Area Structure Plan provides a framework for the future growth and development of Spruce Meadows within the MD. Some of the key improvements include increased stadium capacity, expansion of hall and exhibition facilities, construction of new barns and maintenance facilities and improved traffic circulation and parking. Spruce Meadows anticipates that its facilities can sustain up to 1800 horses on site based on its future growth and development plans.

7.0 LAND OWNERSHIP

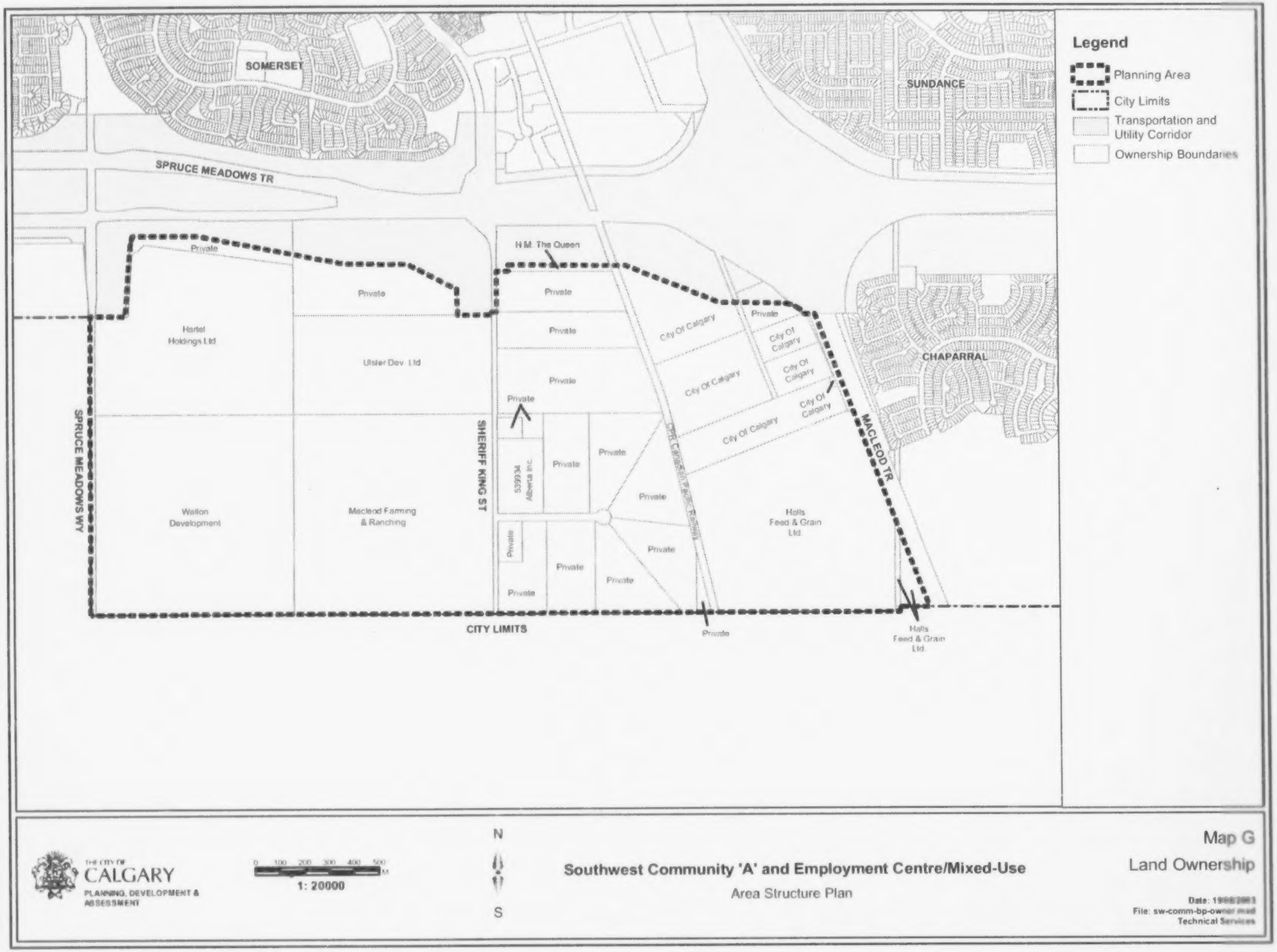
7.1 Ownership Pattern

The land ownership pattern within the Plan area (Map G) is described within the following table.

Table 1: Ownership by Area

Owner	**Area (Ha*)**	**Area (Ac*)**	**% of Total**
Private	105.9	262.5	25.1%
Macleod Farming and Ranching	64.7	159.9	15.3%
Walton Development	64.7	159.9	15.3%
Halls Feeds and Grain Ltd.	55.3	136.6	13.0%
Hartel Holdings Ltd.	48.8	120.7	11.5%
City of Calgary	40.4	99.9	9.5%
Ulster Development Ltd.	32.4	80.0	7.6%
539934 Alberta Inc.	5.6	13.7	1.3%
Canadian Pacific Railway	4.4	10.9	1.0%
Her Majesty The Queen	1.0	2.6	0.2%
Total	**423.3**	**1,046.7**	**100%**

Source: Land Use Planning Policy - December 2003
*Note: *areas are approximate only*


Legend
Planning Area
City Limits
Transportation and Utility Corridor
Ownership Boundaries
SOMERSET
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SHERIFF KING ST
MACLEOD TR
CITY LIMITS
CPR Canadian Pacific Railway
H.M. The Queen
Private
Hartel Holdings Ltd
Ulster Dev. Ltd
Walton Development
Macleod Farming & Ranching
539934 Alberta Inc.
City Of Calgary
Halls Feed & Grain Ltd
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Map G

Land Ownership

Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

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Technical Services

8.0 REGIONAL TRANSPORTATION NETWORK

8.1 Transportation Analysis

The Regional Transportation Model (RTM) was used to forecast future travel demand for The City of Calgary that included the proposed Southwest Community 'A' and Employment Centre/Mixed-Use Area. The modeling work was based on a 1.5 million-population horizon and the associated road and transit systems envisioned by The City of Calgary to be in place at that time.

The regional road network included key intersection/interchanges along the Macleod Trail and Highway 22X (Spruce Meadows Trail) corridors. These key gateways into the community were studied to gain an understanding of how the future regional transportation system would function relative to the future land use scenarios being tested for the Plan area.

The local road network was developed utilizing the existing road rights-of-ways supplemented by new roads to provide access to the neighbourhoods in the community. A number of land use options and the associated local and regional transportation road networks were tested using the transportation model. Analysis was carried out to determine that there was adequate road capacity to serve the proposed travel demand. Throughout the process both auto and transit systems were included in the transportation modeling work with the intention of providing an attractive transit system to complement the road network.

The assumed regional road network and the proposed internal road network can accommodate the proposed land uses in the Plan area.

8.2 Transportation Utility Corridor

A Restricted Development Area around The City of Calgary was established in 1976. Land within this area was designated for Transportation and Utility Corridor (TUC) uses in order to provide for long-term alignments for future ring roads and major linear utilities needed to serve the expanding urban area. Primary uses within the TUC are linear transportation and utility facilities including ring roads, petroleum pipelines, powerlines and municipal services. Other uses permitted within the TUC are secondary or interim and include a variety of agricultural, commercial, recreational, and storage activities.

Some lands within the TUC may eventually be disposed of and allocated to other uses. However, while these lands are still owned by the Province, proposals for land use changes, subdivision, development and surface disturbing activities must be sent to Alberta Environmental Protection for a review of requirements under the Restricted Development Area Regulations. Ministerial Consent is required prior to any development occurring in order to ensure that proposed activities are consistent with TUC activities.

The Plan area is located immediately to the south of the TUC. This residential community and employment centre will eventually be accessed from the TUC (Spruce Meadows Trail) via two grade-separated interchanges at Spruce Meadows Way and Sheriff King Street. An LRT alignment will cross the TUC on the west side of the existing CPR tracks. Three regional pathways and a potential collector road underpass will cross the TUC to the north.

Alberta Infrastructure will require to be involved with the further consideration of development matters related to fencing, screening and/or noise attenuation, access, utility crossings and drainage affecting the TUC.

8.3 Regional Road Network

The regional road network consists of two roadway classifications (expressway/ freeways and major/local major roads). Each of these roadway classifications serve a particular function and have their own particular design standard for the purpose of moving traffic and people in a safe and efficient manner to and from subdivision areas and other parts of the city (Map H).

8.3.1 Spruce Meadows Trail

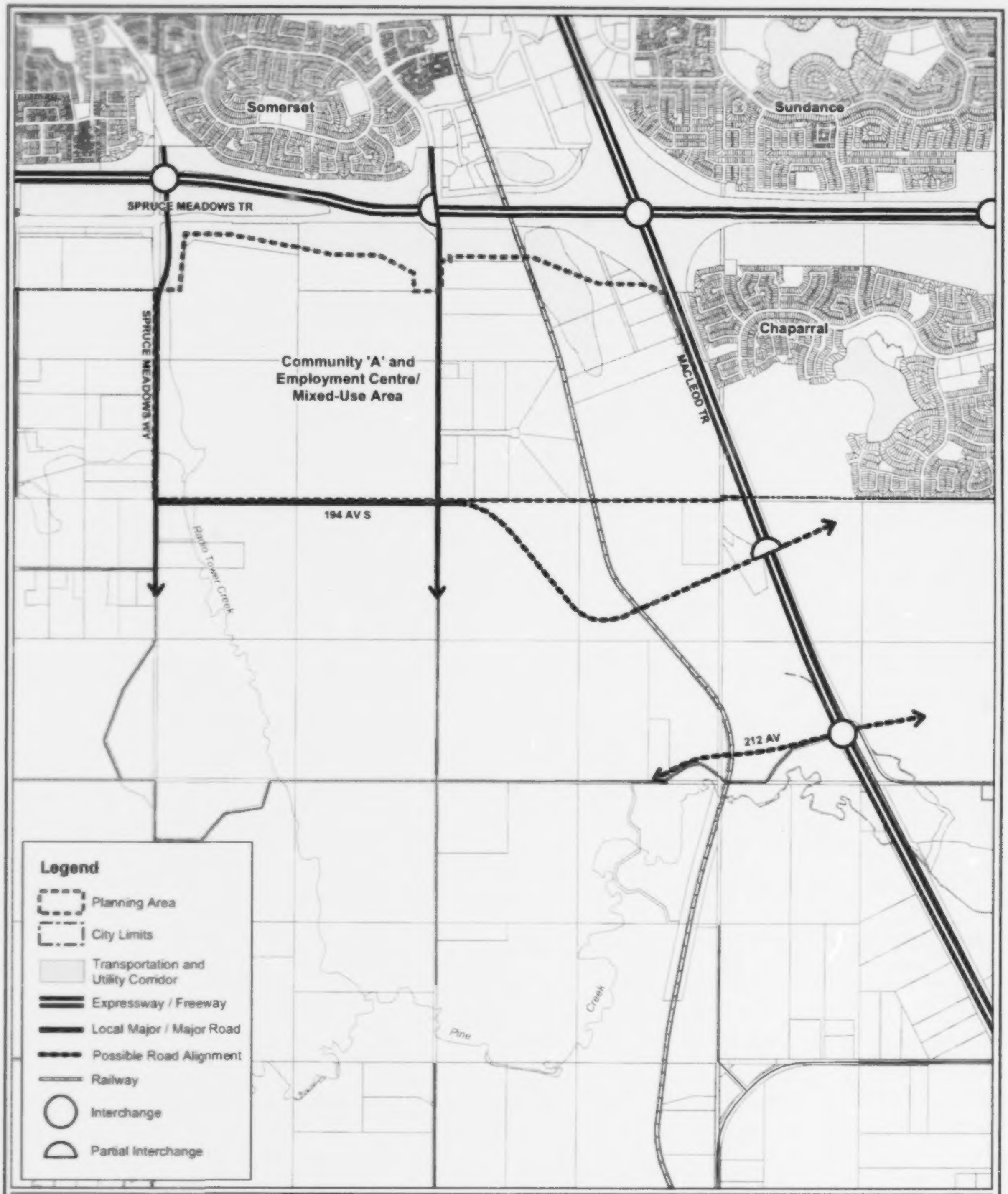
Spruce Meadows Trail is located within the TUC along the northern boundary of the Plan area. Spruce Meadows Trail is designated as a freeway by the Province and forms the primary east-west transportation link and ring road to other parts of the city. A full-access grade-separated interchange exists at Macleod Trail. A full-access grade-separated interchange will ultimately be built on Spruce Meadows Trail at Spruce Meadows Way and a partial-access grade-separated interchange will be built at Sheriff King Street providing access to and from the west.

8.3.2 Macleod Trail

Macleod Trail is located along the eastern boundary of the Plan area and forms the primary north-south transportation link. This portion of Macleod Trail is designated as a freeway by the Province. A partial grade-separated interchange will ultimately be built at 194 Avenue South providing access to and from the north.

8.3.3 194 Avenue South

This road defines the southern boundary of the Plan area. From its proposed partial access interchange on Macleod Trail, 194 Avenue South crosses the Priddis Wetland and swings north to realign itself with the current city limits boundary. This road functions as an east-west major/local major road providing access to Macleod Trail (north only) and Spruce Meadows Way.


Somerset
Sundance
SPRUCE MEADOWS TR
Chaparral
SPRUCE MEADOWS WY
Community 'A' and Employment Centre/ Mixed-Use Area
MACLEOD TR
194 AV S
Radio Tower Creek
212 AV
Pine Creek
Legend
Planning Area
City Limits
Transportation and Utility Corridor
Expressway / Freeway
Local Major / Major Road
Possible Road Alignment
Railway
Interchange
Partial Interchange

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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map H

Regional Road Network

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Technical Services

8.3.4 Spruce Meadows Way

Spruce Meadows Way is located along the western boundary of the Plan area and is the primary north-south transportation link for Spruce Meadows, the future residential communities to the south and residents to the west in the MD of Foothills. Spruce Meadows Way is designated as a 4-lane undivided local major road between Spruce Meadows Trail and 194 Avenue South to minimize impacts on the adjacent natural wetland and to accommodate both shorter term and ultimate access to Spruce Meadows.

8.3.5 Sheriff King Street

This road functions as a north-south major/local major road within the Plan area connecting Community 'A' to the communities north of Spruce Meadows Trail and to the future communities south of 194 Avenue South. Sheriff King Street extends through Community 'A' from the community of Somerset on the north to the lands south of 194 Avenue South. This road is designated as a 4-lane major/local major roadway between Spruce Meadows Trail and 194 Avenue South. This road should be designed to achieve community integration across this road.

8.3.6 Other Existing Roads

190 Avenue SE, which serves as an internal cul-de-sac to the small-holdings subdivision, will form part of a future collector road in the area linking the employment centre to the east and residential area to the west. Sheriff King Road is predominately contained within the TUC and will eventually be closed by the Province. Sheriff King Place, which extends southeasterly from Sheriff King Road to a dead-end will eventually be closed and incorporated into the subdivision design.

8.4 Canadian Pacific Railway

The Canadian Pacific Railway (CPR) runs northwesterly to southeasterly, bisecting the easterly portion of the Plan area, directly west of the Priddis Wetland. This railway corridor is an active line that will also function as the future extension for Light Rail Transit (LRT) to the Plan area. The location of this corridor could play a positive role in the development and success of the Employment Centre/Mixed-Use Area. As development applications are submitted to The City for properties within the Plan area, the CPR will have an opportunity to review and provide comments on applications for those properties, which are located adjacent to the CPR line.

9.0 URBAN INTERFACE

9.1 Interface Evaluation

As part of the Area Structure Plan preparation process an evaluation of the interface between future urban development in Community 'A' and the Spruce Meadows facility was undertaken. This evaluation addressed the land use pattern and road network alignment (Spruce Meadows Way) on the west side of the planning area (Map I). The results of the evaluation are contained in the report entitled *Spruce Meadows/Future Urban Interface, 2003 September 17*, which was reviewed by the Technical Advisory Committee (Meeting #14). An overview of the evaluation is provided in the next sections.

9.2 Land Use Assessment

9.2.1 Land Use Options

As a starting point for the land use assessment, a residential land use was assumed within the interface area adjacent to Spruce Meadows. This assumption was based on several factors including:

- current City policy identifies the lands for predominantly residential use (Municipal Development Plan, 1998);
- an interface analysis typically commences with an evaluation of residential as the base land use.

If the interface analysis determined that a residential land use is not appropriate, then a subsequent analysis would need to be undertaken to identify an acceptable and compatible alternative use in this location.

9.2.2 Land Use Impacts

The impacts on the assumed residential land use were identified by the Technical Advisory Committee and then addressed through various studies and analysis. These impacts are divided into two categories:

- external impacts (i.e. noise, odors, dust, lighting) generated by Spruce Meadows that can potentially have an adverse impact on residential development;
- internal impacts (i.e. security, visual appearance) generated by residential development that can potentially have an adverse impact on Spruce Meadows.

A summary of these impacts and the analysis undertaken to address them is contained in Appendix A.

9.2.3 Conclusion

The land use assessment concluded that a sound and definitive basis for increasing the separation distance between residential development (on the east side of the wetland) and Spruce Meadows could not be identified; and, low intensity residential development, if properly designed, remains a compatible land use in relation to Spruce Meadows. The analysis also recommended that residential design measures be introduced to mitigate any impacts on Spruce Meadows and identified operational improvements that could be undertaken by Spruce Meadows to minimize its impact on residential uses.

9.3 Road Alignment Assessment

9.3.1 Road Alignment Options

Two basic road alignment options were identified for Spruce Meadows Way:

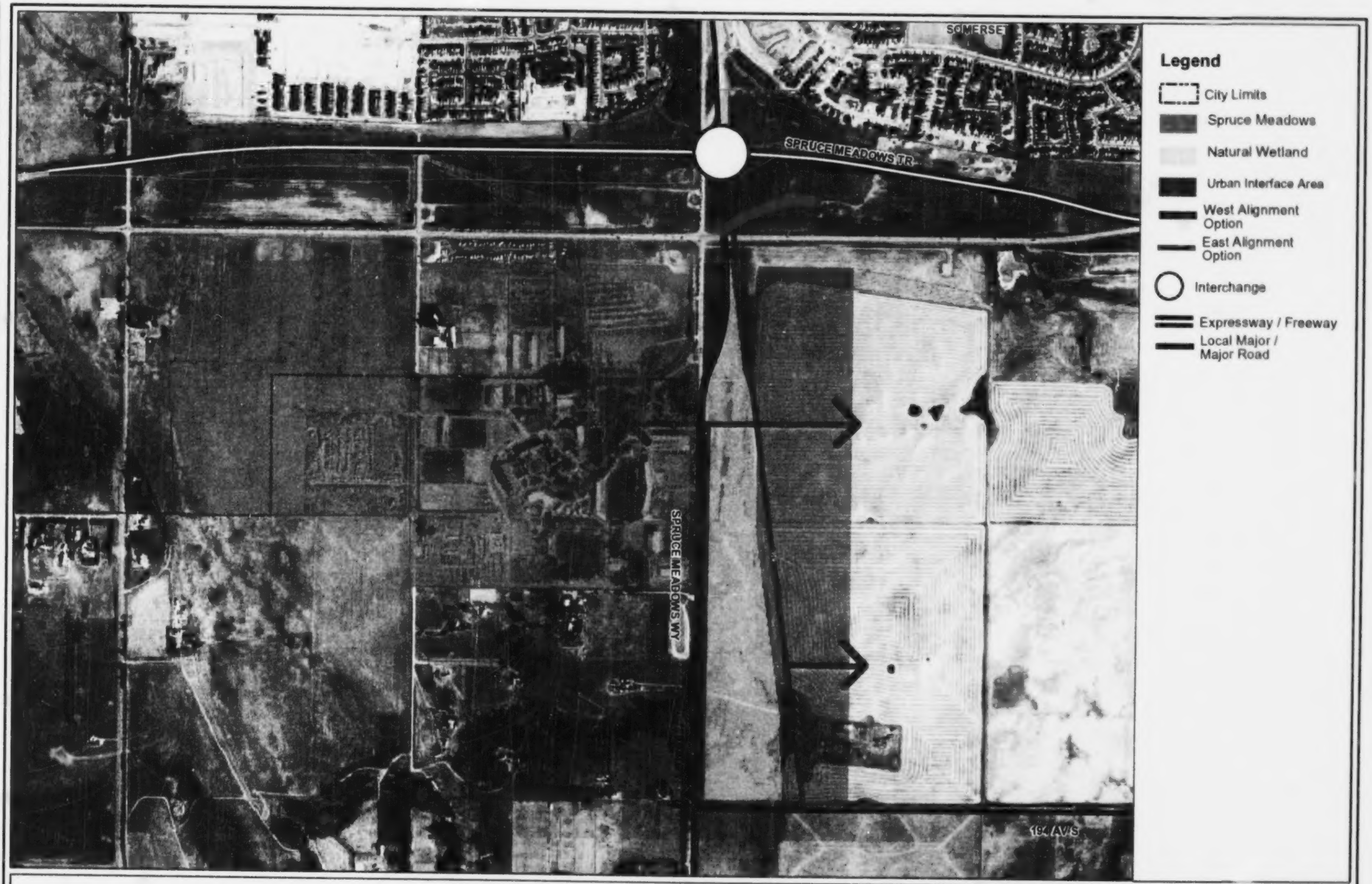
- a west alignment option that locates the road along the original 14 street right-of-way adjacent to Spruce Meadows;
- an east alignment option that locates the road on the east side of the wetland adjacent to Community 'A'.

The west alignment option would not require a crossing of the Radio Tower Creek Wetland or any direct road connections to the community to the east.

The east alignment option would retain the original 14 Street right-of-way as an access to Spruce Meadows and provide for a crossing of the wetland in the future together with direct connections to the community.

The projected traffic volumes for Spruce Meadows Way with the ultimate build-out of the future urban areas to the south would be 11,000 vehicle trips per day. As such, a local major road standard for Spruce Meadows Way would be required. A local major road has an environmental design capacity of 15,000 vehicle trips per day.

For the west alignment option, an undivided local major (approximate 23.5 metre width) is considered appropriate, since the narrower width would minimize encroachment into the wetland. For the east alignment option, a divided local major (approximate 28 metre width) is considered appropriate.


SOMERSET
SPRUCE MEADOWS TR
SPRUCE MEADOWS WY
194 AV S
Legend
City Limits
Spruce Meadows
Natural Wetland
Urban Interface Area
West Alignment Option
East Alignment Option
Interchange
Expressway / Freeway
Local Major / Major Road

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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map I

Urban Interface

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Technical Services

9.3.2 Road Alignment Impacts

Based upon the previous analysis, residential is considered to be an appropriate and compatible land use on the east side of the Radio Tower Creek Wetland. The implication of this conclusion on the alignment of Spruce Meadows Way is that there is no reason to shift the alignment of the road to the east side of the wetland to serve a specific higher intensity land use (e.g. regional commercial centre) that would be dependent upon the east alignment for direct access or good visibility.

Given this situation, other factors relating to the two road alignment options were examined. These factors include:

- the operational implications of each of the two alignments serving Spruce Meadows and the future urban area;
- the financial implications of constructing each of the two alignments;
- the environmental implications of each of the two alignments on the Radio Tower Creek Wetland;
- the compatibility implications of each of the two alignments on Spruce Meadows and the future urban area.

A summary of the analysis of the above factors is contained in Appendix B.

9.3.3 Conclusion

The road alignment assessment for Spruce Meadows Way concluded that the west alignment remains the optimal option for several reasons:

- from a traffic operation perspective the west alignment will provide a direct and well-defined route for special event traffic and transit serving Spruce Meadows and a clear separation between residential and special events related traffic; alternatively, the east alignment is circuitous and indistinct, and creates a greater potential for the intermixing of residential and special events traffic and the shortcutting of special events traffic through the community;
- the west alignment introduces the fewest land acquisition and road construction issues and represents the lowest cost option;
- the west alignment if appropriately designed will have less of an environmental impact (i.e. some encroachment into the wetland on the east side) on the Radio Tower Creek Wetland than the east alignment (i.e. surrounding of the wetland by roads together with a main crossing of the wetland);

  and
- while both the west and east alignments will generate impacts on Spruce Meadows and future residential development respectively, these impacts are considered to fall within acceptable and manageable limits and it is submitted that a major road can be designed to achieve an appropriate physical setting in either case; as such, it remains difficult to find a justification for the shifting of the road from its current right-of-way to a new right-of-way for strictly compatibility reasons, given the operational, financial and environmental factors that exist.

The road alignment analysis also identified the need to prepare a comprehensive Traffic Management Plan to address special events held by Spruce Meadows. The preparation of this Plan will require input and co-operation from The City, particularly with respect to the provision of public transit, traffic management and police services for these events.

10.0 URBAN STRUCTURE

10.1 Urban Area

The Plan applies to an urban area that is comprised of Community 'A' and the Employment Centre/Mixed-Use Area (Map J). Community 'A', a predominantly residential area, is defined by the regional road network and adjacent wetlands and is located in the western portion of the Plan area. The Employment Centre/Mixed-Use Area is located in the eastern portion of the Plan area between Macleod Trail and the Priddis Wetland. These areas are shown in the following table:

Table 2: Urban Area

Urban Area	Gross Area	Gross Developable Area
Community 'A'	322 ha (795 ac)	315 ha (778 ac)
Employment Centre/Mixed-Use Area	98 ha (241 ac)	45 ha 112 (ac)
Total	423.3	1,046.7

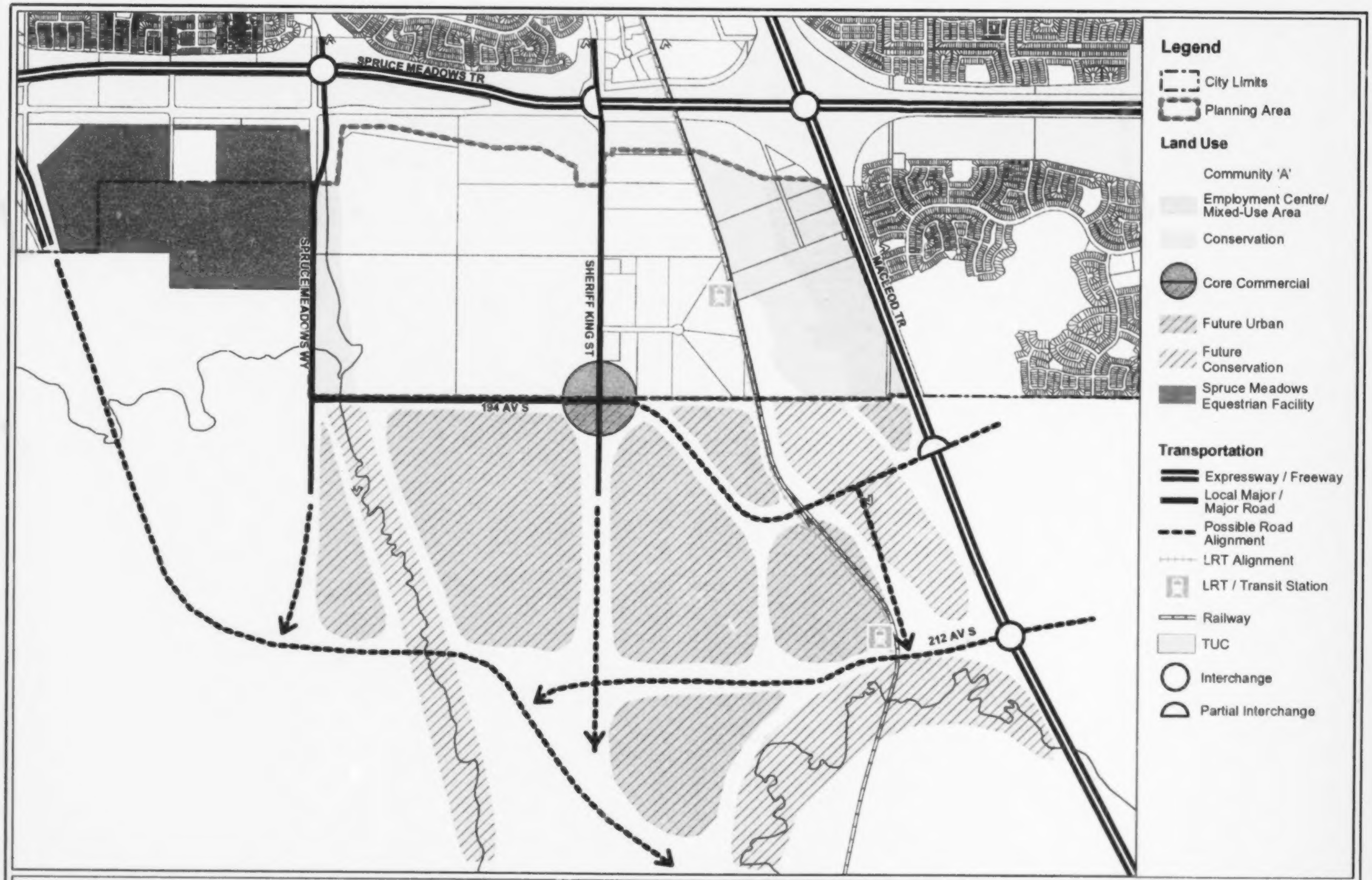
10.2 Community 'A' Population and Dwelling Unit Projections

The projected population yield and dwelling unit yield of Community 'A' at varying densities is shown in the following table.

Table 3: Projected Population and Dwelling Unit Yield

Community	Gross Developable Area	Projected Population		
		6 units/acre	7 units/acre	8 units/acre
Community 'A'	315 ha (778 ac)	14006 (4669)	16338 (5446)	18672 (6224)

Note:
Based on an occupancy of 3 persons per dwelling in developing suburban communities (Land Use Planning and Policy 2003).
The overall target density range for a community is between 6 units per gross developable acre and 8 units per gross developable acre.



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SPRUCE MEADOWS WY
SHERIFF KING ST
MACLEOD TR
194 AV S
212 AV S
Legend
City Limits
Planning Area
Land Use
Community 'A'
Employment Centre/ Mixed-Use Area
Conservation
Core Commercial
Future Urban
Future Conservation
Spruce Meadows Equestrian Facility
Transportation
Expressway / Freeway
Local Major / Major Road
Possible Road Alignment
LRT Alignment
LRT / Transit Station
Railway
TUC
Interchange
Partial Interchange

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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map J

Urban Structure

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10.3 Employment Centre/Mixed-Use Area

The Employment Centre Strategy (1999) identifies the portion of the Southwest Planning Area adjacent to Macleod Trail as a major suburban employment centre. Employment Centres provide a significant concentration of employment generating land uses and activity such as office development, research and development uses and other supporting uses such as medium and high density residential and community facilities. This employment centre is a central focal point for the future residential growth corridor along Macleod Trail, contributes to enhancing the job to population balance for this corridor and is easily serviced with public transit including light rail transit (LRT).

PricewaterhouseCoopers LLP completed a South Macleod Trail Study in 2001 for The City to assess the market potential for establishing an employment centre and preliminary land use concept for the southwest. The study concluded that while the economic conditions of Calgary will continue to support the demand for office space, the south Macleod Trail employment centre would not warrant development of market-oriented office space before 2020, beyond the 10,000-20,000 square feet of office-related services that are typically associated with a community or neighbourhood. The report further concluded that The City, by land use policy, could dictate that land be set aside or designated in this area for future office development on between 40 to 80 acres of land depending upon the site coverage and development efficiency. The report also concluded that since the development would not be market-driven, predicting the timing of its initial and subsequent development is not possible.

The Employment Centre/Mixed-Use Area will provide for the development of future office and other business uses including complementary retail, institutional, residential and recreational uses. Given the market demand projections identified in the PricewaterhouseCoopers LLP study, it is unlikely that the need for employment-related uses will emerge in the shorter term. Consequently, interim development will be allowed, providing that it does not compromise the transition to a high quality employment centre in the future.

While the Employment Centre/Mixed-Use Area provides exceptional visual exposure along the Macleod Trail corridor, it is flanked on the west by the Priddis Wetland and CPR tracks, which impact access into this area. Consequently, access has been defined in the Plan conceptually and final road alignments will be determined later.

Because the area is constrained by environmental, market and transportation factors that will require further review, a comprehensive analysis of the Employment Centre/Mixed-Use will be required prior to development to address feasibility and market demand, detailed land uses and road alignments, development staging and wetland issues.

10.4 Future Urban Area

The Plan area forms part of an extensive future urban area that extends south along the Macleod Trail corridor. This future urban area is targeted for annexation by The City in 2004. The relationship of this future urban area and the surrounding land uses was considered in the development of this Area Structure Plan.

Once these lands are annexed by The City, they will be part of a planning exercise that determines how they will fit into the urban fabric. These lands will be subject to the preparation of an Area Structure Plan(s) prior to any subdivision or development consideration.

The area located immediately to the south of Community 'A' and the Employment Centre/Mixed-Use Area in the MD of Foothills defined by the alignment of 194 Avenue forms part of a logical extension of the Plan area. When these lands are annexed into the City, a planning evaluation will be undertaken to incorporate this area into the Plan through the amendment process.

11.0 CIRCULATION SYSTEM

11.1 Internal Roads

The internal road pattern (Map K) comprises primary collector/collector roads and local major/major roads. The design of the internal roadway network should provide for safe and efficient traffic and pedestrian circulation, the accommodation of transit use and connectivity within the community. This road pattern and the provision of local roads will be refined at the Outline Plan/Land Use Amendment stage.

11.2 Regional Pathways

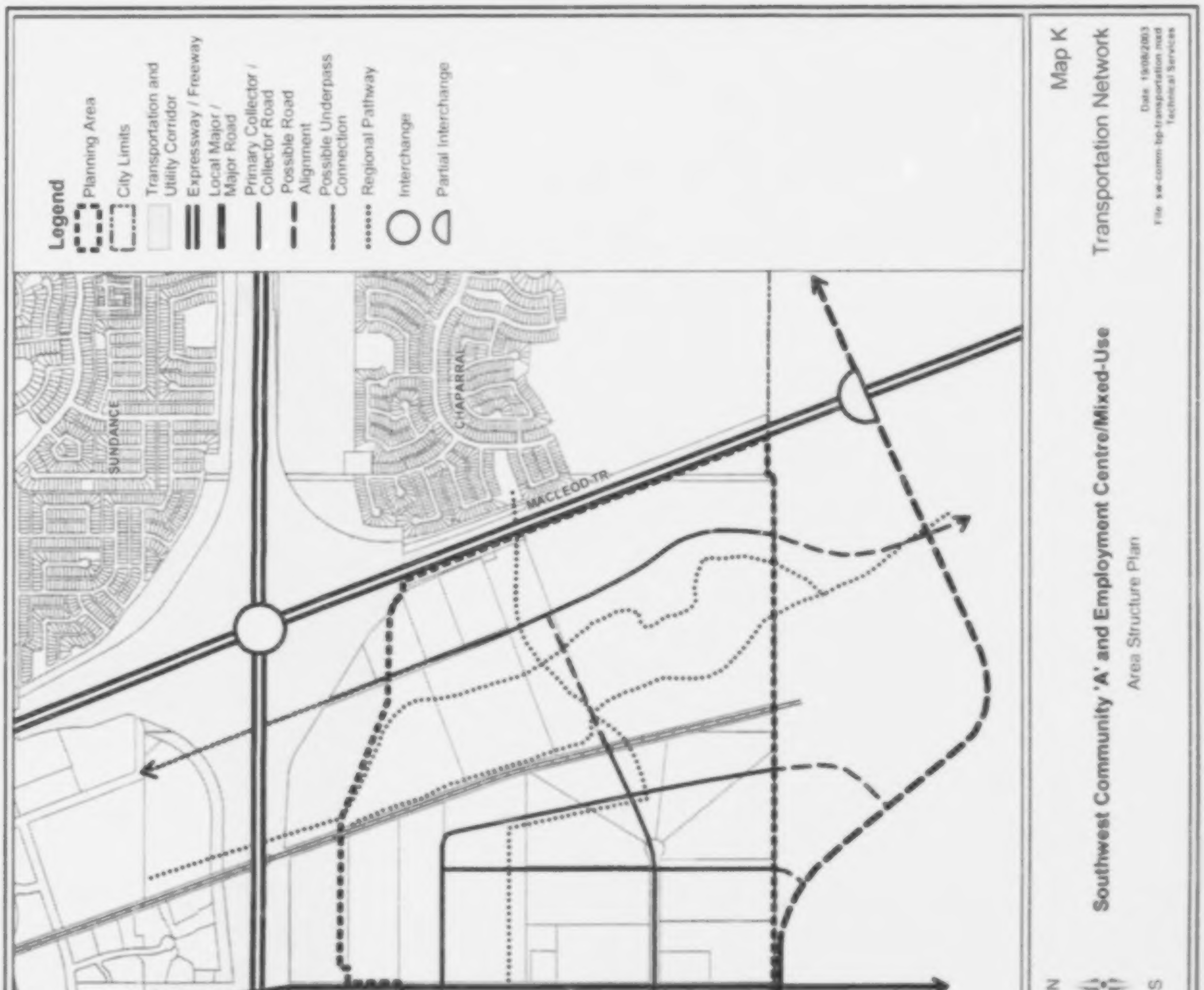
The Regional Pathway System will extend throughout the Southwest Community 'A' and Employment Centre//Mixed-Use Area to provide for direct and convenient pedestrian circulation. The pathways will be aligned adjacent to Radio Tower Creek and Priddis Wetlands and will also connect to the joint use sites, commercial core and employment centre. No connection will be provided across the Radio Tower Creek Wetland to Spruce Meadows Trail so that pedestrian circulation remains within the urban areas only.

Regional pathway crossings at the TUC will be required at Spruce Meadows Way (near the Radio Tower Creek Wetland), Sheriff King Street and Priddis Wetland to connect to the communities to the north. An above grade crossing from the Employment Centre//Mixed-Use Area to the community of Chaparral will be required over Macleod Trail.

11.3 Pedestrian Routes

The main pedestrian routes will comprise sidewalks and local and regional pathways designed to accommodate short, convenient and direct connections throughout the community. Sidewalks will be located within the road rights-of-way throughout the residential neighbourhoods and in the employment centre. Local pathways will be routed within parks and along roads, and for the most part, will connect to the regional pathway system.

Sheriff King Street will need to be designed in a pedestrian-friendly manner in order to reduce its barrier effect on the community. Features such as tree-lined boulevards, sidewalks or pathways on each side of the roadway, ornamental streetlights, entrance signage and features, and well-defined crossings will need to be introduced into the design to encourage movement and integration across the road.


Legend
Planning Area
City Limits
Transportation and Utility Corridor
Expressway / Freeway
Local Major / Major Road
Primary Collector / Collector Road
Possible Road Alignment
Possible Underpass Connection
Regional Pathway
Interchange
Partial Interchange
SUNDANCE
CHAPARRAL
MACLEOD TR
SHERIFF KING ST
194 AV S
SOMERSET
SPRUCE MEADOWS TR
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THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

Map K

Transportation Network

Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Date: 19/08/2003
File: sw-comm-bp-transportation.mxd
Technical Services

12.0 TRANSIT SERVICE

12.1 Transit Bus Routes

Transit bus routes and service (Map L) will be provided within the Plan area utilizing local major/major roads and primary collector/collector roads. Bus service will also provide connections to future LRT. A park 'n' ride facility for 250 parking stalls will be provided adjacent to the LRT station, which will function as a neighbourhood station serving the surrounding residential area and employment centre. The opportunity to provide a regional scale LRT station and park 'n' ride will be available further south in the vicinity of the future 194 Avenue S and 212 Avenue alignments once these lands have been annexed by The City.

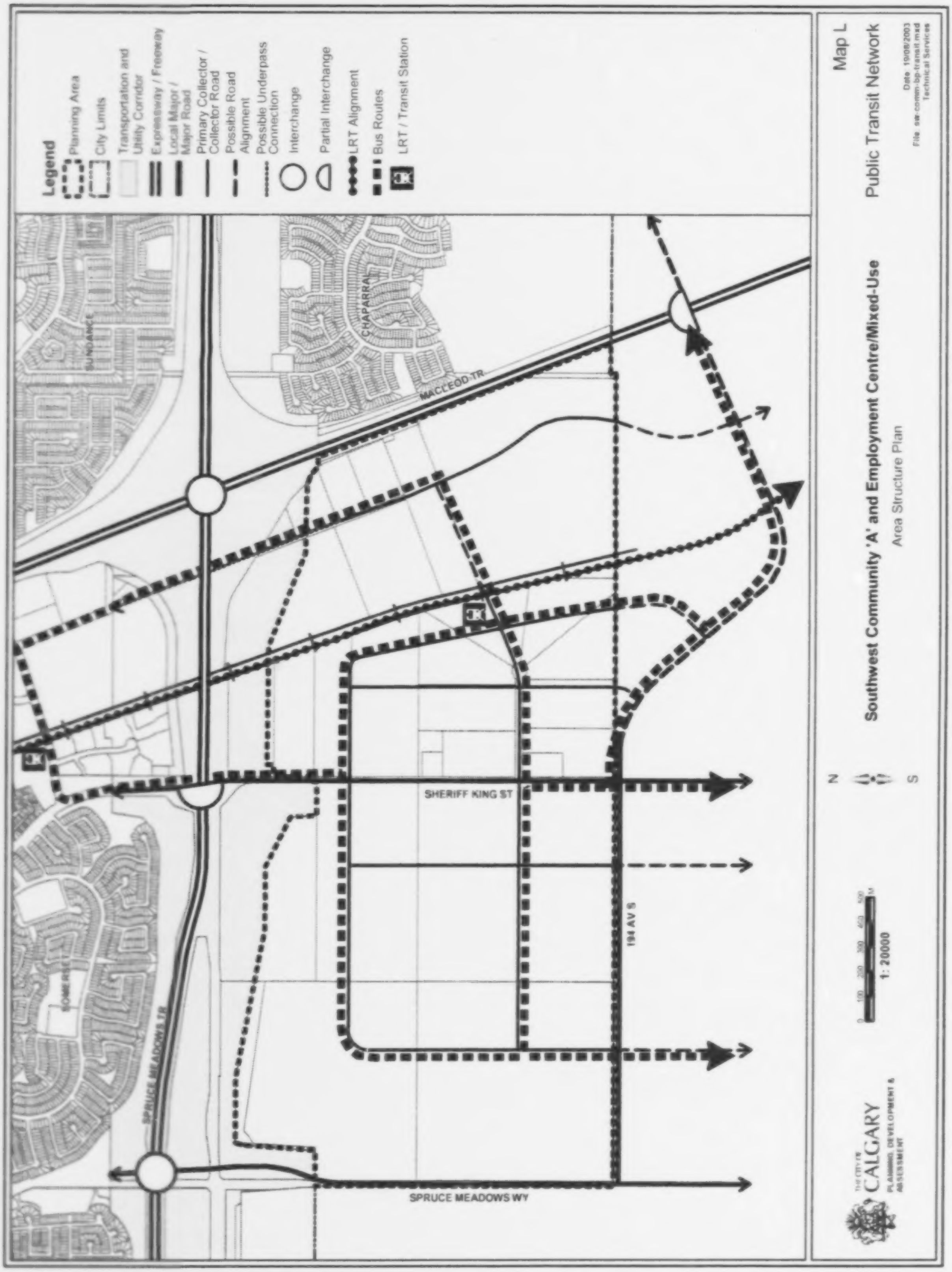
12.2 Light Rail Transit (LRT)

A future LRT "neighbourhood station" serving the surrounding residential community and employment area will be provided within the Plan area. The LRT alignment and station will be located within the CPR right-of-way. The station will also be located adjacent to the collector road network providing access to the employment area, surrounding residential community and 194 Avenue.

Given the relatively short feeder bus travel time from the Plan area to the Somerset Bridlewood Station scheduled to open in 2004 July, it is unlikely that LRT would be extended to the Plan area until such time as there is considerable development within the proposed annexation area south of the Plan area. In the meantime, the LRT station area will be served by frequent feeder bus service that will provide short trips to/from the Somerset Bridlewood Station and to local destinations within the Plan area.

A park'n'ride facility accommodating up to 250 parking stalls and kiss'n'ride opportunities either on the adjacent collector roadways or within the park'n'ride area will be provided in the Plan area. It is anticipated that LRT will eventually be extended further south into the annexation area and that an end of the line station and larger park'n'ride facility will be located somewhere near the 212 Avenue access.

The area adjacent to the LRT station has been identified as an LRT/Transit Station Planning Area for the purpose of encouraging transit-supportive development. Transit-supportive development includes land uses and design considerations that encourage transit usage such as higher residential densities and compatible mixed-use concentrations, a strongly defined and well connected road and pedestrian network, and building orientation and scale, all of which are integrative with adjacent LRT facilities.


Map L

Public Transit Network

Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Legend
Planning Area
City Limits
Transportation and Utility Corridor
Expressway / Freeway
Local Major / Major Road
Primary Collector / Collector Road
Possible Road Alignment
Possible Underpass Connection
Interchange
Partial Interchange
LRT Alignment
Bus Routes
LRT / Transit Station
SUNDANCE
CHAPARRAL
MACLEOD TR
SHERIFF KING ST
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THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
Date: 19/08/2003
File: sw-comm-bp-transit.mxd
Technical Services

13.0 JOINT USE SITES

13.1 Joint Use Site (JUS) Requirements

Table 4 identifies the JUS requirements for the Plan area. The JUS requirements were developed through consultation with the School Boards. The number and location of JUS sites are based on the expected population of the community at buildout, catchment areas for which the schools will serve and the availability of creditable reserve from future subdivision applications. A reserve analysis was undertaken to determine the amount of creditable reserve available on a parcel by parcel basis that could be made available for JUS purposes at the time of subdivision. Th recommended distribution of sites are based on achieving the School Boards' needs and balancing the amount of land that could be acquired through dedication as opposed to outright purchase.

A JUS will contain a school building envelope and related sports fields.

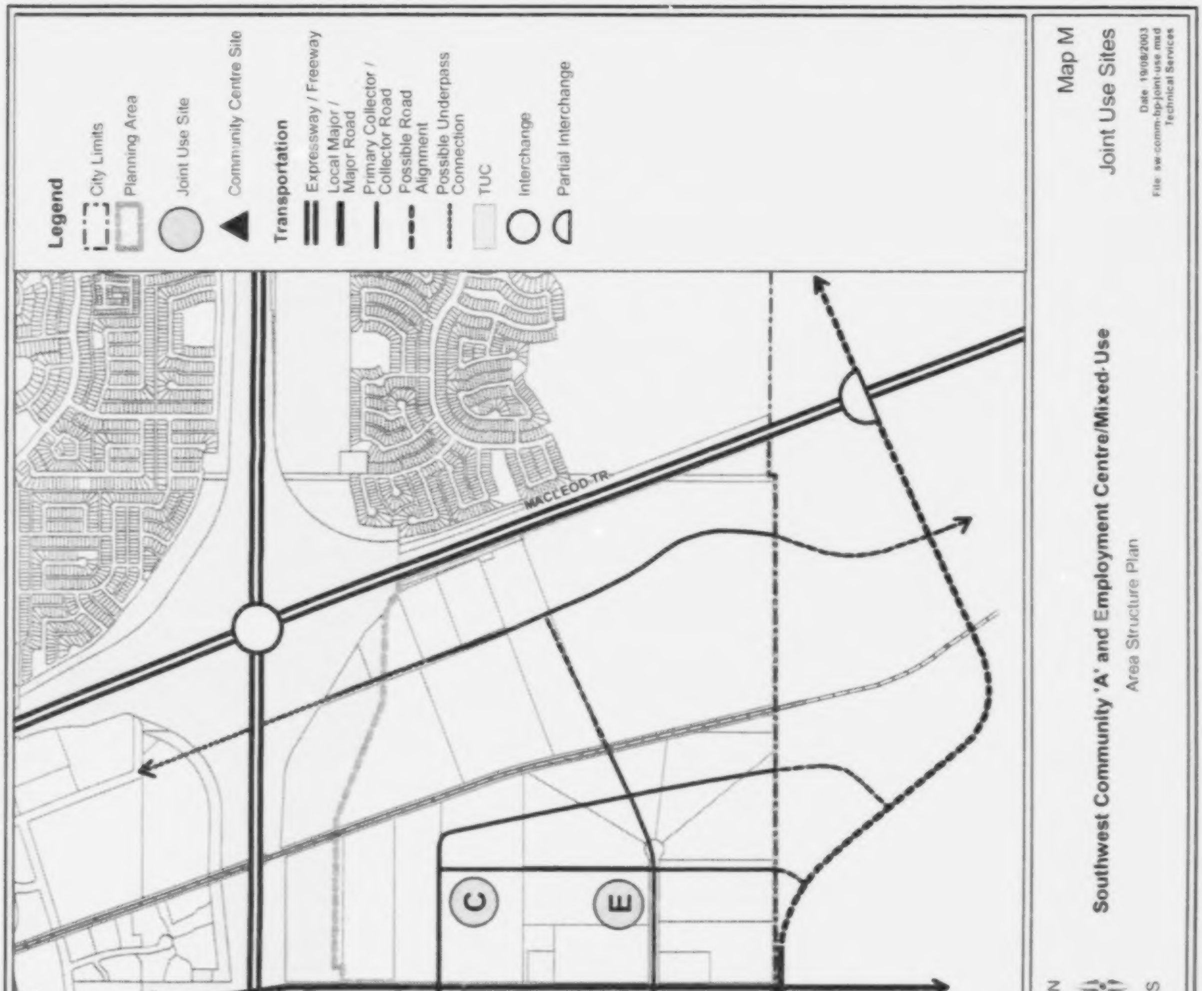
Table 4: Joint Use Site Requirement

Site (see Map M)	Type	School Board	Approximate Size* Hectares (Acres)
A	Elementary/Junior High School	Calgary Separate School District	4.9 (12)
B	Junior High School	Calgary Board of Education	4.9 (12)
C	Elementary School	Calgary Board of Education	4.1 (10)
D	Elementary School	Calgary Board of Education	4.1 (10)
E	Elementary School	Calgary Separate School District	4.1 (10)

**The exact size and location of a Joint Use Site will be determined at the Outline Plan/Land Use Amendment stage.*

13.2 Community Centre Site

A community centre site is proposed for Community 'A' in a relatively central location that is easily accessible. This site will need to be sized to contain a building envelope (for the community centre building) and an active outdoor recreation area to serve the community. To augment the recreational potential of the community centre site, it should be developed and integrated with an adjacent joint use site. The community centre site should be acquired as creditable reserve and be between 1.2 hectares (3.0 acres) to 1.6 hectares (4.0 acres) in size.



Map M

Joint Use Sites

Southwest Community 'A' and Employment Centre/Mixed-Use
Area Structure Plan
Date 19/08/2003
File sw-comm-bp-joint-use.mxd
Technical Services
Legend
City Limits
Planning Area
Joint Use Site
Community Centre Site
Transportation
Expressway / Freeway
Local Major / Major Road
Primary Collector / Collector Road
Possible Road Alignment
Possible Underpass Connection
TUC
Interchange
Partial Interchange
A
B
C
D
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MACLEOD TR
SHERIFF KING ST
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14.0 COMMUNITY SERVICE SITES

14.1 Fire Station

Fire services will be provided from the Mid-Sun Multi-Services Centre Fire Station (Map N), the new Bridlewood Station and any future station in the annexation area.

14.2 Emergency Medical Services

Emergency medical services will be provided from the Mid-Sun Multi-Services Centre on Midpark Way SE.

14.3 Police Services Sites

Police services will be provided from the District 8 Mid-Sun Station located at the Mid-Sun Multi-Services Centre on Midpark Way SE. The Mid-Sun Station has the capacity to accommodate additional front-line officers for the Plan area.

14.4 Library Services

Library services will be provided from the South Fish Creek Recreation Education and Library Complex located in the Shawnessy Town Centre.

14.5 Regional Recreation Centre

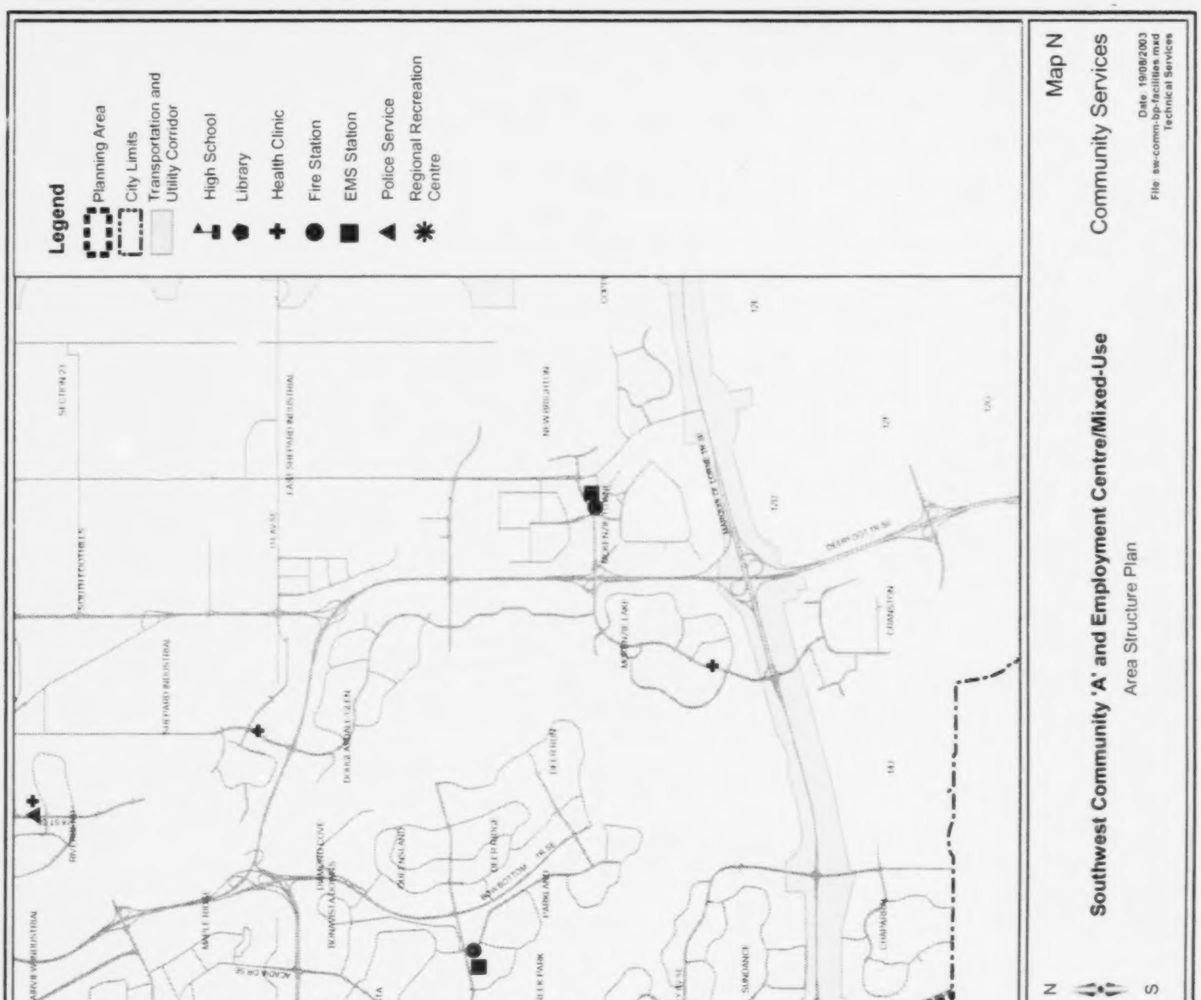
Regional Recreation Centres are developed from a multitude of locational criteria including financial, feasibility, population and travel patterns. The Plan area will be served by the South Fish Creek Recreation, Education and Library Complex in the Shawnessy Town Centre.

14.6 High School Sites

No public or separate high school sites are planned for the Plan area. Community needs for high schools will be met through the existing public and separate schools located outside of the Plan area.

14.7 Calgary Regional Health Authority Sites

The Calgary Health Region South Community Health Centre located at 240 Midpark Way SE will provide local health services for the Plan area. A new Regional Health Care Centre (South Diagnostic and Treatment Centre) is proposed for the southeast, east of the community of Cranston and south of Marquis of Lorne Trail. This facility will provide regional health care facilities (hospital) for the south.


Legend
Planning Area
City Limits
Transportation and Utility Corridor
High School
Library
Health Clinic
Fire Station
EMS Station
Police Service
Regional Recreation Centre
Map N
Community Services
Date: 19/08/2003
File: sw-comm-bp-facilities.mxd
Technical Services
Southwest Community 'A' and Employment Centre/Mixed-Use
Area Structure Plan
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THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
GLENMORE PARK
OAKRIDGE
PALLISER
BAYVIEW
PUMP HILL
HAYSBORO
SOUTHWOOD
CANYON MEADOWS
WOODLANDS
CEDARBRAE
BRAESIDE
EVERGREEN
SHAWNESSY
SOMERSET
BRIDLEWOOD
SHAWNEE SLOPES
MILLRISE
MIDNAPORE
SUN VALLEY
SUNDANCE
FISH CREEK PARK
LAKE BONAVISTA
WILLOW PARK
ACADIA
MAPLE RIDGE
DEER RIDGE
DEER RUN
PARKLAND
QUEENSLAND
DIAMOND COVE
DOUGLASDALE/GLEN
MCKENZIE LAKE
MCKENZIE TOWNE
NEW BRIGHTON
CRANSTON
CHAPARRAL
SHEPARD INDUSTRIAL
EAST SHEPARD INDUSTRIAL
SOUTH FOOTHILLS
SECTION 23
EAST FAIRVIEW INDUSTRIAL
DEERFOOT TR SE
MACLEOD TR SE
ANDERSON RD SW
ELBOW DR SW

15.0 COMMERCIAL DEVELOPMENT

15.1 Commercial Land Requirements

A preliminary assessment of commercial land requirements for the Plan area was conducted by PricewaterhouseCoopers LLP in 2001 on behalf of the City. The projections in that study are summarized in the following table:

Table 4: Warranted Retail Floor Space in PTA, 2021

Owner	**Warranted Floor Area (sf)**		
Population of PTA (persons)	10,000	15,000	20,000
Retail Category			
Convenience	26,565	39,847	53,130
DSTM	21,563	32,345	43,126
Automotive Parts	-	-	-
Subtotal	48,128	72,192	96,256
Services (@ 20% of Subtotal)	9,626	14,438	19,251
Total Warranted Floor Area	**57,754**	**86,630**	**115,507**
Source: Pricewaterhouse Coopers LLP. 2001			

The report concluded that the total warranted retail and service floor area for the proposed commercial area ranges from approximately 60,000 to 115,000 square feet depending upon the ultimate build-out of the community. Assuming a build-out population of 15,000 persons, approximately 8 acres of land would be required to accommodate a shopping centre of about 85,000 square feet.

15.2 Commercial Demand

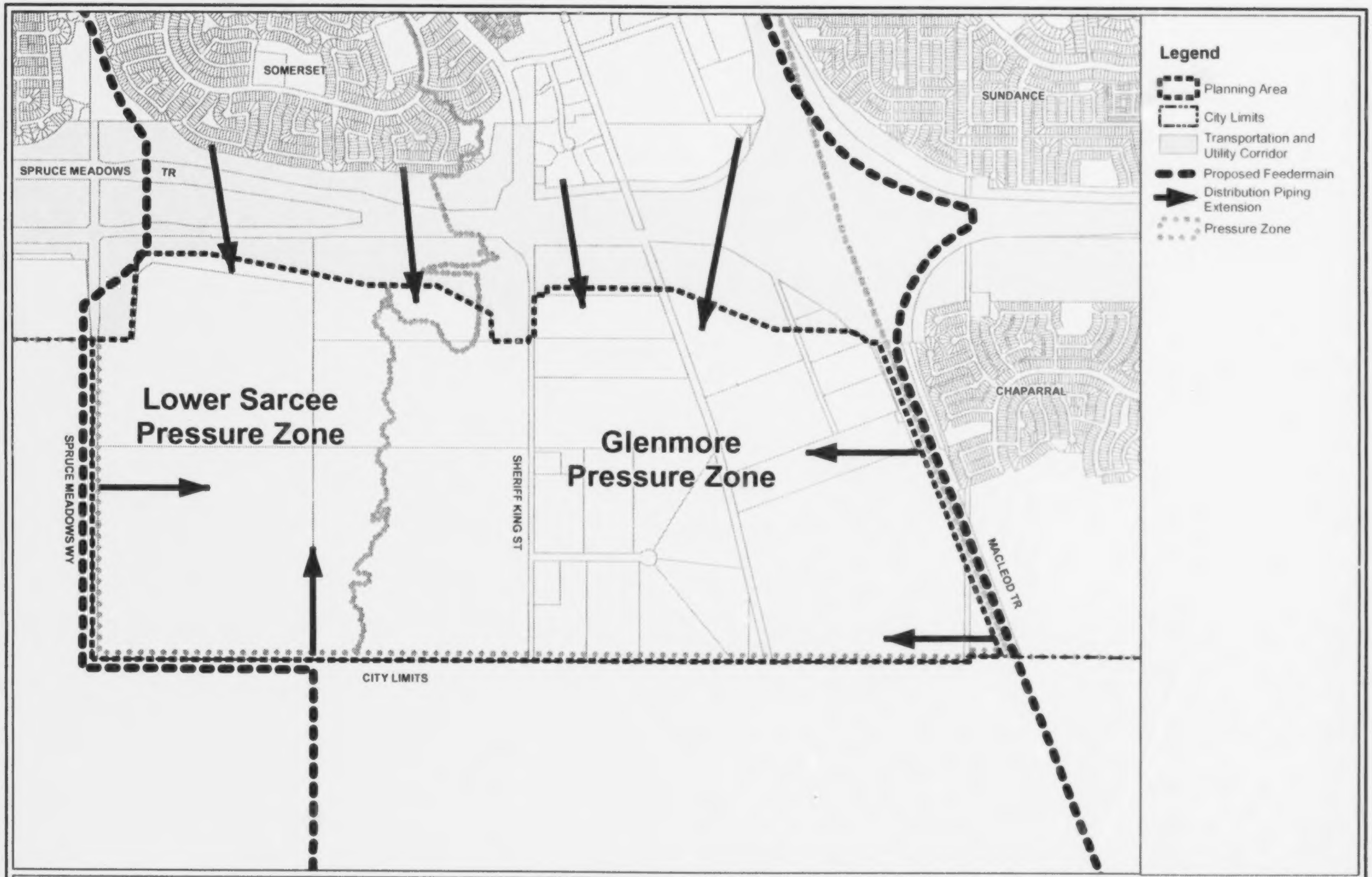
The highly localized nature of this community would best support a community-oriented shopping centre. A community-oriented shopping centre would focus on meeting the essential daily goods and service needs of the area residents while providing a social focus for the community. A supermarket could be an appropriate anchor tenant with other smaller scale businesses and shops providing the remaining commercial context for the community. There is no demand for regional scale shopping facilities in this area given the proximity of the Plan area to existing regional commercial facilities elsewhere.

16.0 UTILITY SERVICES

16.1 Water Works

The westerly portion of the Plan area will be serviced initially by distribution main extensions from the Lower Sarcee pressure zone in Somerset, across Spruce Meadows Trail. The easterly portion of the Plan area will be supplied initially by distribution main extensions from the Glenmore pressure zone to the north. As development proceeds large diameter feedermain extensions along the edges of the Plan area will be required to reinforce the water distribution system (Map O).

A Glenmore zone feedermain extension along Macleod Trail with additional ties to the eastern portion of the Plan area ultimately is required. This Glenmore zone feedermain extension is planned for installation in 2008. The Lower Sarcee feedermain extension along Spruce Meadows Way and 194 Avenue South with additional distribution ties will likewise be required to reinforce the western portion of the Plan area as it grows. The lower Sarcee feedermain extension is currently outside the 10 year funding envelope. Extension of this feedermain should be considered when the population in the area, within the Lower Sarcee pressure zone, reaches 8500 people.


SOMERSET
SUNDANCE
CHAPARRAL
SPRUCE MEADOWS TR
SPRUCE MEADOWS WY
SHERIFF KING ST
MACLEOD TR
CITY LIMITS
Lower Sarcee Pressure Zone
Glenmore Pressure Zone
Legend
Planning Area
City Limits
Transportation and Utility Corridor
Proposed Feedermain
Distribution Piping Extension
Pressure Zone

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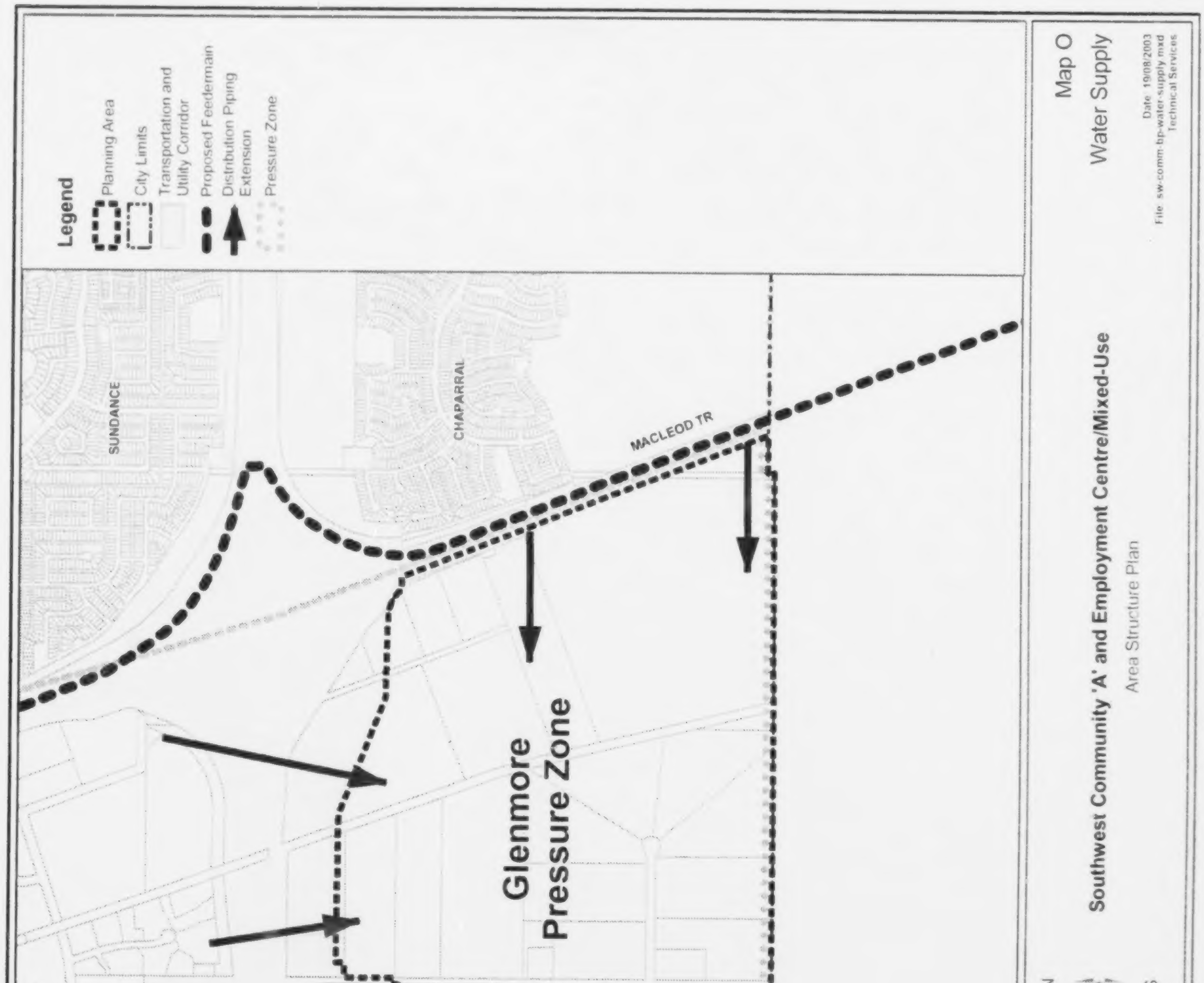
Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map O

Water Supply

Date: 19/08/2003
File: sw-comm-bp-water-supply.mxd
Technical Services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Planning Area
City Limits
Transportation and Utility Corridor
Proposed Feedermain
Distribution Piping Extension
Pressure Zone
SUNDANCE
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Glenmore Pressure Zone
SHERIFF KING ST
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Lower Sarcee Pressure Zone
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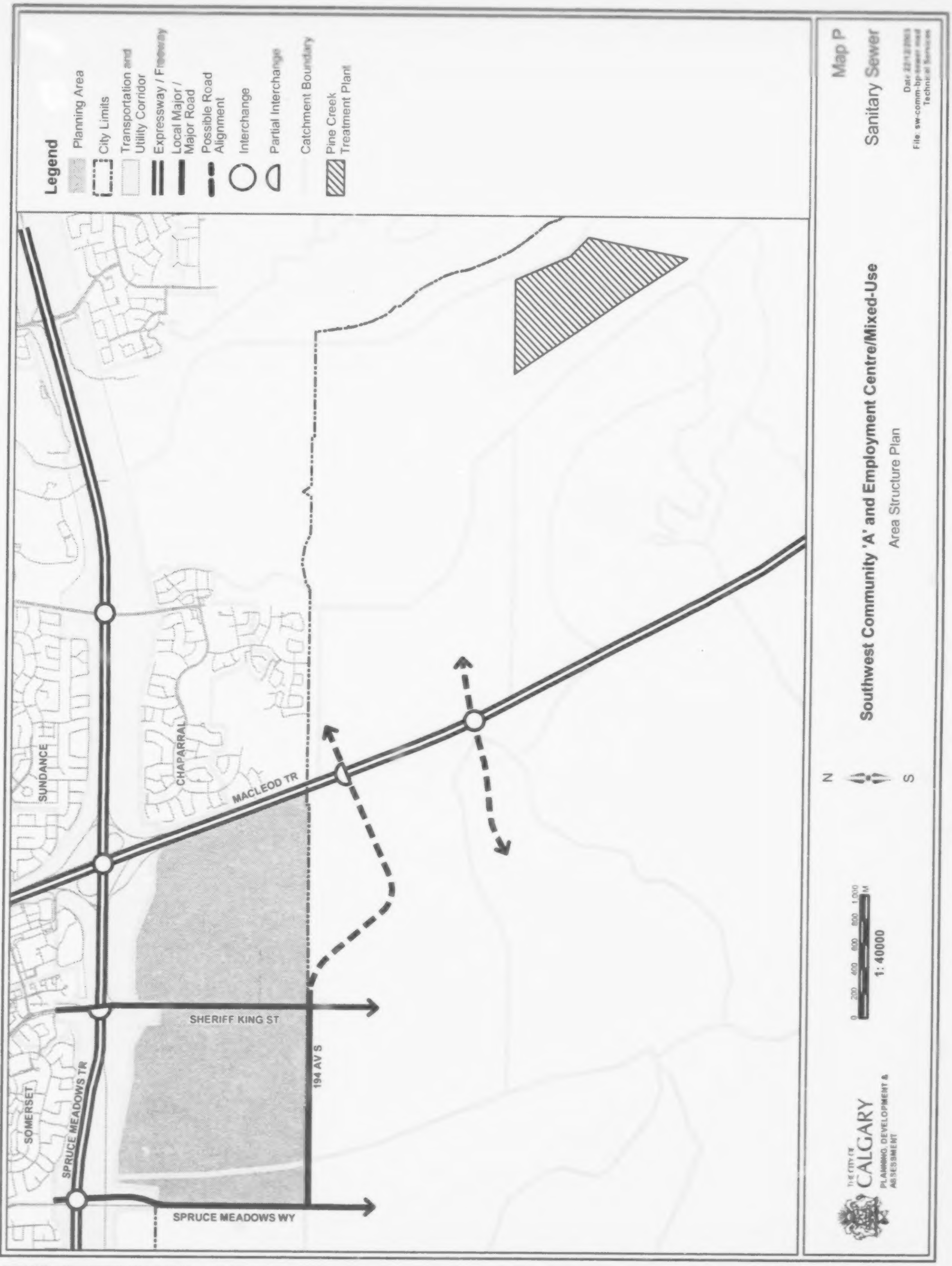
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
Southwest Community 'A' and Employment Centre/Mixed-Use
Area Structure Plan
Map O
Water Supply
Date: 19/08/2003
File: sw-comm-bp-water-supply.mxd
Technical Services

16.2 Sanitary Sewer

The proposed Pine Creek Wastewater Treatment Plant, which is expected to be operating by 2006/2007, will service the Plan area (Map P). Prior to the Pine Creek Wastewater Treatment Plant becoming operational, temporary sanitary sewer servicing measures may be implemented provided that these measures are determined by The City to be acceptable, are financed by the developer, and will be readily replaced with the ultimate servicing for the area.

A sanitary trunkline will be constructed from the Pine Creek Wastewater Treatment Plant to service the Plan area by crossing Macleod Trail in the vicinity of 212 Avenue, and extending in a northwesterly direction to 194 Avenue where it will follow the southerly boundary of the Plan area in a westerly direction.


Legend
Planning Area
City Limits
Transportation and Utility Corridor
Expressway / Freeway
Local Major / Major Road
Possible Road Alignment
Interchange
Partial Interchange
Catchment Boundary
Pine Creek Treatment Plant
SUNDANCE
CHAPARRAL
SOMERSET
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SHERIFF KING ST
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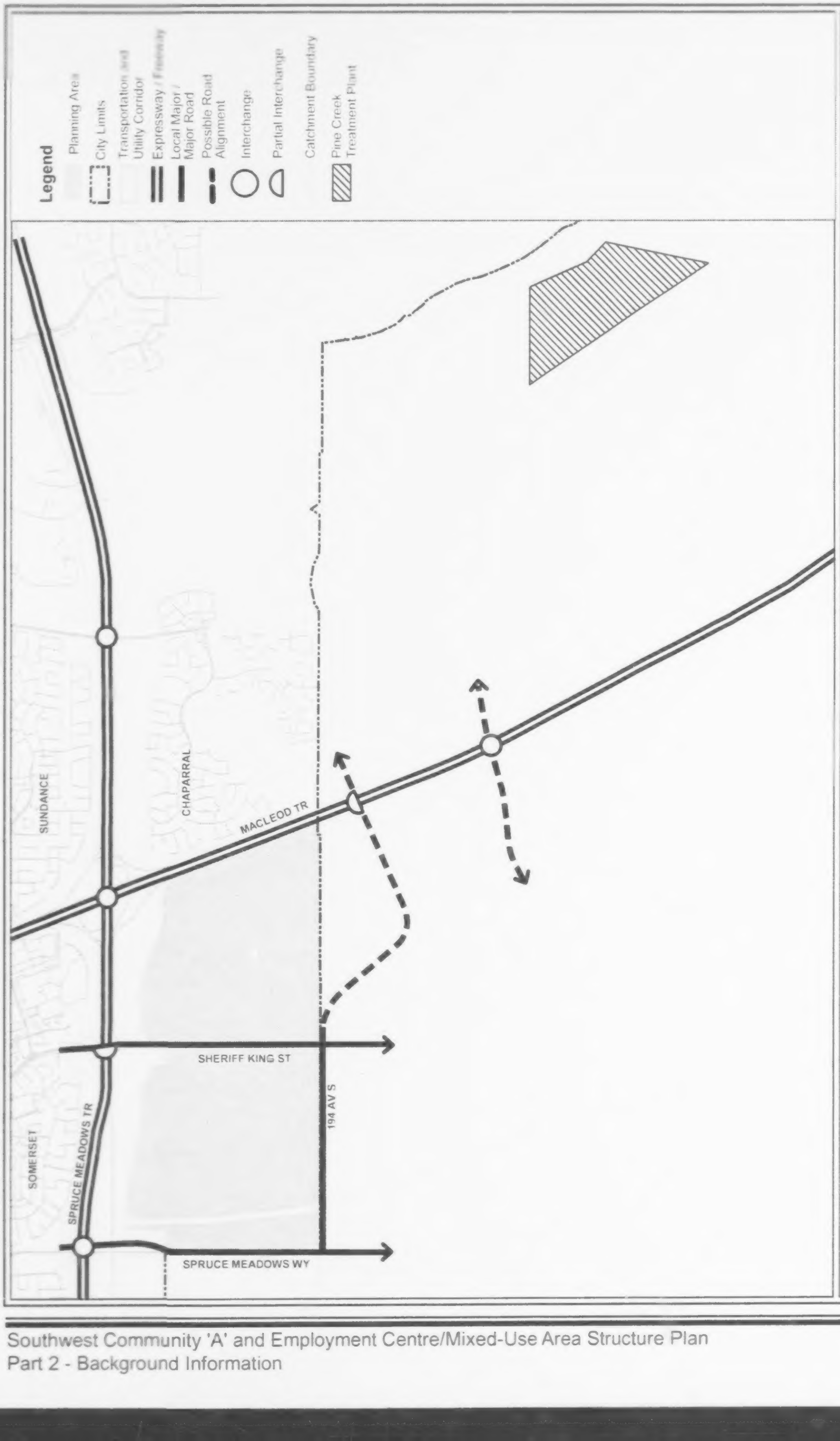
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
Southwest Community 'A' and Employment Centre/Mixed-Use
Area Structure Plan
Map P
Sanitary Sewer
Technical Services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Planning Area
City Limits
Transportation and Utility Corridor
Expressway / Freeway
Local Major / Major Road
Possible Road Alignment
Interchange
Partial Interchange
Catchment Boundary
Pine Creek Treatment Plant
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MACLEOD TR
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SHERIFF KING ST
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THE CITY OF CALGARY
PLANNING DEVELOPMENT & ASSESSMENT

Map P

Sanitary Sewer

Date 22/12/2003
File: sw-comm fig sewer.mxd
Technical Services

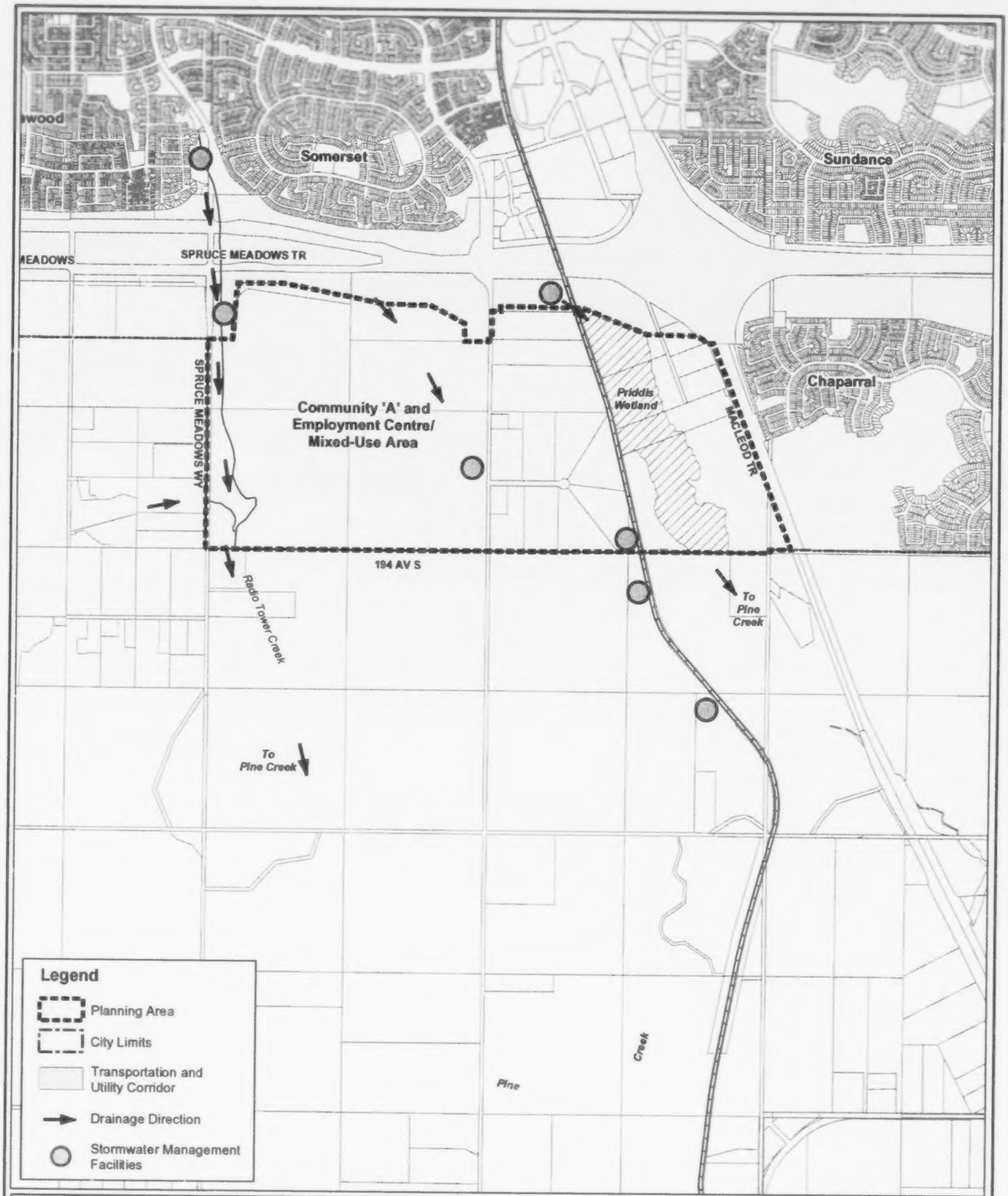
Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

16.3 Storm Sewers

Storm sewer drainage generated within the Plan area is to be directed into the Priddis Wetland through a system of stormwater management facilities that the developer will be required to construct in accordance with established policies and standards (Map Q). The exact number, location and size of stormwater management facilities will be determined at the Outline Plan/Land Use Amendment stage.

A Stormwater Master Drainage Plan prepared by Stantec Consulting Ltd. defines the stormwater drainage concepts and contributing drainage areas for future development within the Plan area, including lands south to Pine Creek.


wood
Somerset
Sundance
SPRUCE MEADOWS TR
MEADOWS
SPRUCE MEADOWS WY
Chaparral
Priddis Wetland
MACLEOD TR
Community 'A' and Employment Centre/ Mixed-Use Area
194 AV S
Radio Tower Creek
To Pine Creek
To Pine Creek
Pine
Creek
Legend
Planning Area
City Limits
Transportation and Utility Corridor
Drainage Direction
Stormwater Management Facilities

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Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Map Q

Storm Water Management

Date: 20/11/2003
File: sw-comm-bp-stormwater.mxd
Technical Services

16.4 Shallow Utilities

Shallow utilities include natural gas, electrical and telecommunications services (telephone and cable).

16.4.1 Natural Gas

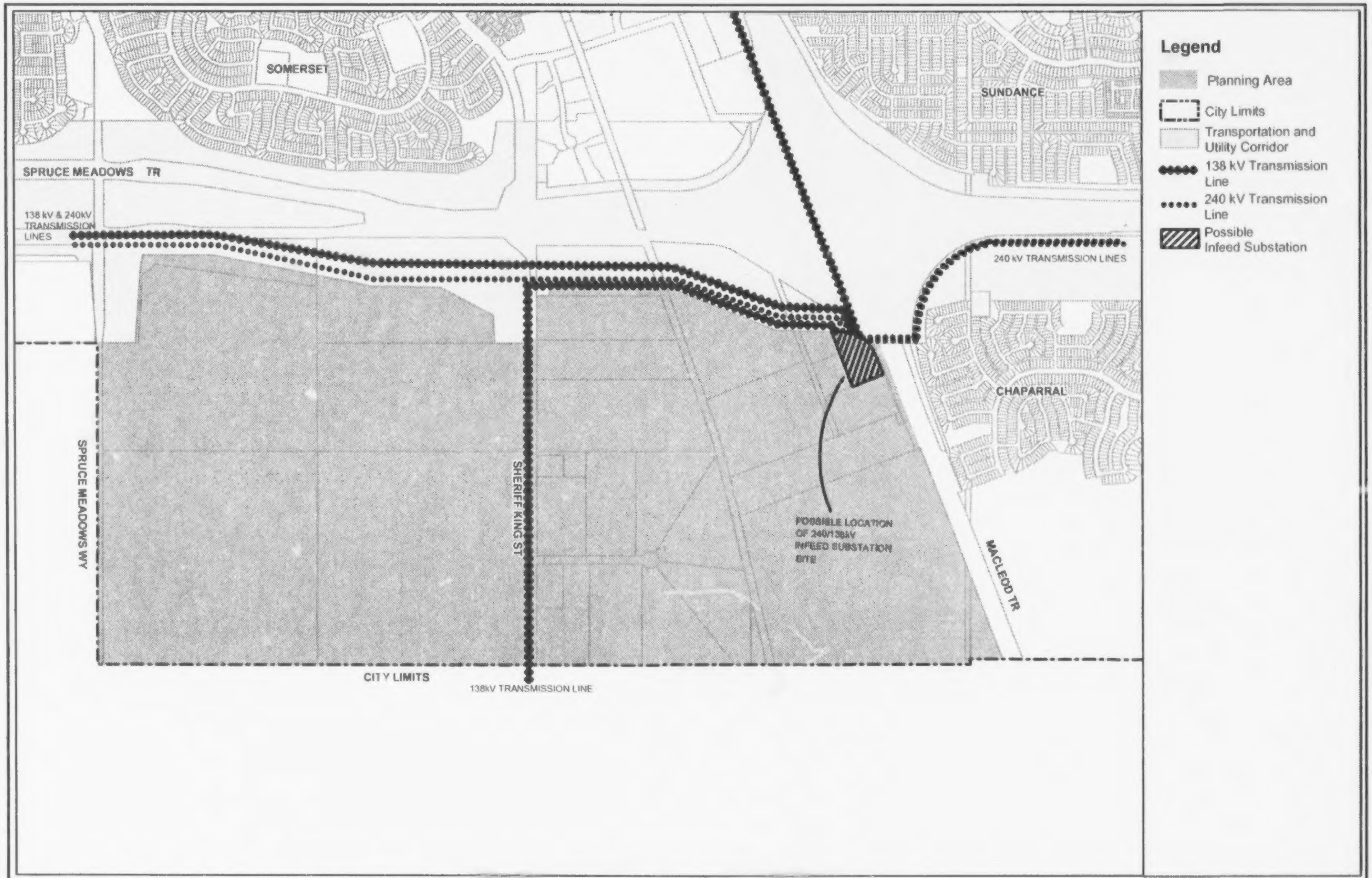
The natural gas provider will distribute services to the Plan area by extending a distribution main from existing facilities north of Spruce Meadows Trail. Large diameter feeder mains will follow the arterial and collector roadway alignments, and generally be located within their rights-of-way. Distribution mains will follow collector and local street alignments, and either be within roadways or in easements adjacent to their rights-of-way.

16.4.2 Electricity

The electrical utility provider(s) will distribute electricity to the Plan area via new 240kV/ 138kV transmission lines installed within the TUC. A new 240kV/ 138kV substation will be required in the vicinity of the northeasterly portion of the Plan area and is anticipated to be constructed in the next five to ten years (Map R). Specific electrical alignments including rights-of-way / easement requirements will be identified at the Outline Plan/Land Use Amendment stage.

16.4.3 Telecommunications

The telecommunications (telephone/cable) companies will provide telecommunications services for the Plan area. The location of required easements and direct buried shallow facilities, and their relationships to roads and lanes will be determined at the Outline Plan/Land Use Amendment stage.


Legend
Planning Area
City Limits
Transportation and Utility Corridor
138 kV Transmission Line
240 kV Transmission Line
Possible Infeed Substation
SOMERSET
SUNDANCE
CHAPARRAL
SPRUCE MEADOWS TR
SPRUCE MEADOWS WY
138 kV & 240kV TRANSMISSION LINES
240 kV TRANSMISSION LINES
SHERIFF KING ST
MACLEOD TR
POSSIBLE LOCATION OF 240/138kV INFEED SUBSTATION SITE
CITY LIMITS
138kV TRANSMISSION LINE

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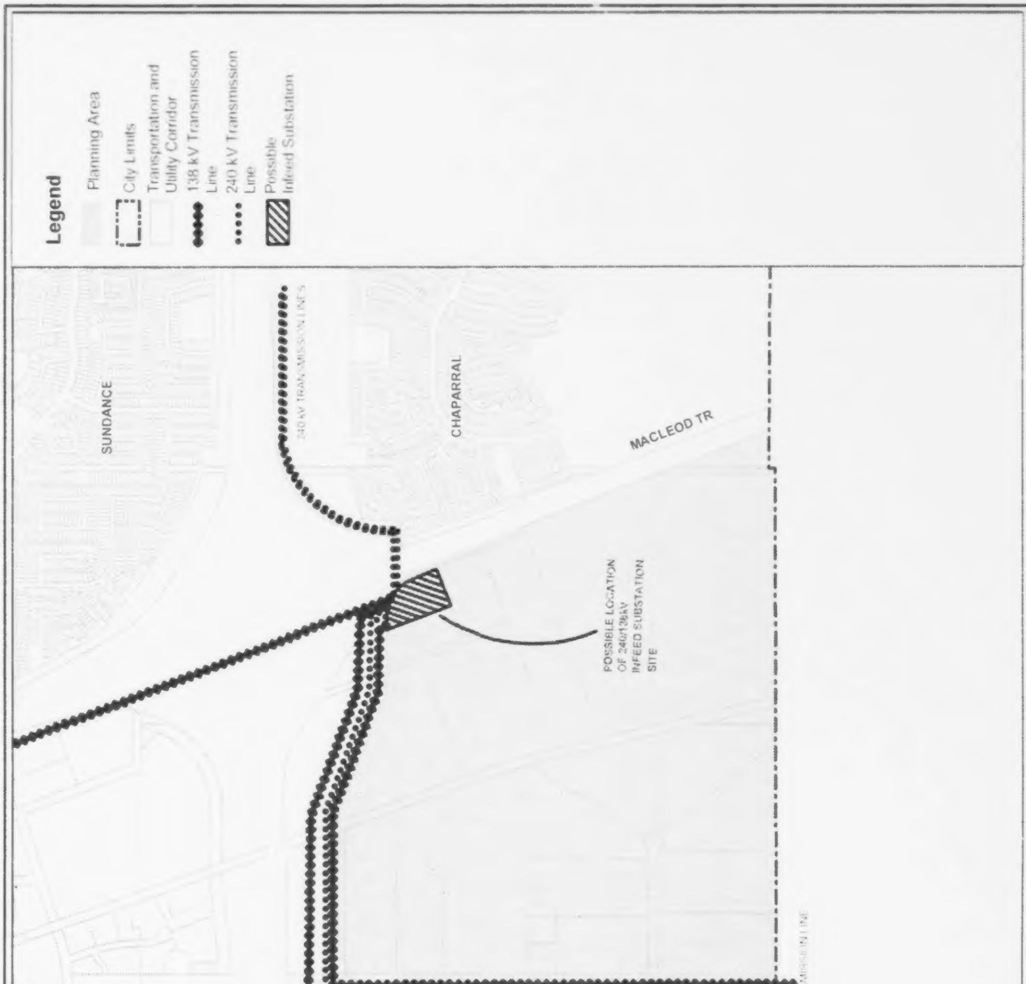
Southwest Community 'A' and Employment Centre/Mixed-Use
Area Structure Plan

Map R
Electrical Utilities

Date: 19/08/2003
File: sw-comm-bp-shallow-utilities.mxd
Technical Services


Legend
Planning Area
City Limits
Transportation and Utility Corridor
138 kV Transmission Line
240 kV Transmission Line
Possible Infeed Substation
SUNDANCE
CHAPARRAL
240 kV TRANSMISSION LINES
MACLEOD TR
POSSIBLE LOCATION OF 240/138kV INFEED SUBSTATION SITE
SHERIFF KING ST
138kV TRANSMISSION LINE
CITY LIMITS
SOMERSET
SPRUCE MEADOWS TR
138 kV & 240kV TRANSMISSION LINES
SPRUCE MEADOWS WY

Map R

Electrical Utilities

Southwest Community 'A' and Employment Centre/Mixed-Use

Area Structure Plan

Date 19/08/2003
File sw-comm-t-p-shallow-utilities.mxd
Technical Services

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PLANNING, DEVELOPMENT & ASSESSMENT

APPENDIX A - LAND USE ASSESSMENT SPRUCE MEADOWS/FUTURE URBAN INTERFACE

DIRECT IMPACTS GENERATED BY SPRUCE MEADOWS ON RESIDENTIAL DEVELOPMENT		
DIRECT IMPACTS	**EVALUATION PROCESS**	**SUMMARY**
NOISE IMPACTS	Noise Assessment (Patching Associates Acoustical Engineers Ltd.)	• Noise levels generated by Spruce Meadows are well within the requirements of The City of Calgary Noise Bylaw (45M95). • However, the nature of the noise from the PA system, and the low background levels in the vicinity tend to make the sound very noticeable. • Operational and technological measures introduced by Spruce Meadows can reduce PA sound levels.
ODOR IMPACTS	Odor Assessment (Natural Resources Conservation Board)	• Agricultural Operation Practices Act (January 2002) does not apply to Spruce Meadows; no legislative setback for odor purposes in effect. • Spruce Meadows has a high quality manure management system. • No odor complaints have been recorded • NRCB is prepared to review manure-handling protocol of Spruce Meadows at development approval stage.
DUST IMPACTS	Not considered to be a problem	• Dust emissions can be mitigated to a zero impact level and are typically the responsibility of the dust producer.
LIGHT IMPACTS	Light Migration Assessment (Bylaw Enforcement)	• Existing lighting levels and distances are similar to other urban situations. Improved light management measures can be introduced by Spruce Meadows if necessary.

INDIRECT IMPACTS GENERATED BY RESIDENTIAL DEVELOPMENT ON SPRUCE MEADOWS		
INDIRECT IMPACTS	**EVALUATION**	**SUMMARY**
SECURITY IMPACTS (Vandalism and Safety)	Security Assessment (Calgary Police Services – Crime Prevention Through Environmental Design Unit)	• Natural wetland and Spruce Meadows Way provide a physical and psychological barrier for Spruce Meadows and urban development to the east. • Spruce Meadows security would not be enhanced by moving residential development further to the east.
VISUAL IMPACTS (Rural Setting)	Development and Design Assessment (Planning Department)	• Estate residential development represents the lowest intensity and most viable suburban use currently available for this location. • Visual impact of houses can be mitigated through setbacks, landscaping, screening and other design measures.

1.0 Noise Impacts

The impact of noise from the Spruce Meadows operation on future residential areas was measured and assessed by Patching Associates Acoustical Engineering Ltd (Patching). As part of its research, Patching conducted both short term and long term measurements for two annual events at Spruce Meadows, the National and Masters Tournaments.

The noise measurement and assessment results found that at no time did the noise readings of either the long term or short term measurements exceed the limits of the City of Calgary Noise Bylaw. The results found that announcements over the public address system were clearly audible and distinct, with the words intelligible, and musical selections identifiable at the subject measurement sites. The results also found that only the fireworks on the Friday evening of the Masters event were above the permitted nighttime levels under the noise Bylaw. The study concluded that although the noise levels are generally low, they are above the ambient (background) noise levels and may be perceived as intrusive.

The Patching report also recommended operational and design measures that could be implemented by both Spruce Meadows and the developers of adjacent land to mitigate sound levels from Spruce Meadows events. These measures should be considered when addressing more detailed development at the Outline Plan/Land Use Amendment stage or when development applications from Spruce Meadows are submitted.

2.0 Odor Impacts

Spruce Meadows currently maintains a minimum of 100 horses year round with its full-time horse breeding and training facility and up to 900 horses during event times. It anticipates that it can sustain 1800 horses on site based on its future growth and development plans. Spruce Meadows has implemented a high standard manure management program, which involves daily maintenance practices and the regular removal of animal waste from the premises. However, questions were raised as to whether or not Spruce Meadows was viewed as a feedlot under Provincial legislation (Agriculture Operations Practices Act) and thus subject to legislated setbacks from residential uses. The Natural Resources Conservation Board (NRCB) was consulted on this matter and has indicated that the Provincial feedlot criteria for minimum setback distances does not apply to Spruce Meadows.

Given its high quality manure management approach, it is not anticipated that Spruce Meadows will generate odour impacts on adjacent residential development. The NRCB has indicated that they are prepared to review manure handling protocol on a complaint basis and could make a further recommendation on manure handling practices at that time.

3.0 Dust Impacts

Dust generation is considered to be the responsibility of the dust producer and can usually be mitigated to a 'zero' nuisance level through on-site measures introduced in response to the level of dust generation, e.g. water spraying on internal roads.

4.0 Lighting Impacts

Light levels from Spruce Meadows could potentially impact adjacent residential communities. Presently there is not a City of Calgary Bylaw that regulates lighting. However, mitigation measures could be addressed to reduce or eliminate light-penetration.

Spruce Meadows lighting was assessed by City of Calgary staff during the Masters Tournament, on the evening of 2003 September 5. The assessment found that existing light levels measured at Spruce Meadows are similar to lighting within the City and the light travel distance to the proposed residential area is similar to what you would expect in an urban environment. The assessment also found that the impacts of lighting on surrounding areas could be mitigated through greater use of directional lighting and the elimination or reduction of unnecessary lighting.

5.0 Security Impacts

The Calgary Police have stated that the Radio Tower Creek Wetland could function as a positive safety feature by providing a physical and psychological separation between Spruce Meadows and any future residential area east of the wetland. Further, Calgary Police Services have determined that security for Spruce Meadows will not be enhanced by moving residential development further to the east. Crime Prevention Through Environment Design (CPTED) issues will be examined in further detail at the subdivision application stage when the detailed design information becomes available.

6.0 Visual Impacts

An evaluation of the range of suburban uses that could potentially locate within the Interface area was undertaken. This evaluation concluded that estate residential housing represents the lowest intensity and most viable land use currently available. If appropriately designed estate residential housing is considered to be a compatible and appropriate residential use in this location. The visual impact of the houses can be mitigated through setbacks, landscaping, screening and other design measures applied through the planning approval process.

APPENDIX B - ROAD ALIGNMENT OPTIONS FOR SPRUCE MEADOWS WAY

FACTORS	EVALUATION PROCESS	SUMMARY
LAND USE	Residential Land Use Assessment	• A residential land use is considered to be compatible on the east side of the natural wetland. • There is currently no reason to shift the alignment of Spruce Meadows Way to the east side of the natural wetland to accommodate a high intensity, non-residential land use that would be dependent upon direct access or high visibility provided by the east alignment of this road.
OPERATIONAL	Transportation Assessment (Traffic Operations)	• The west alignment of Spruce Meadows Way provides for a well-defined and direct access to Spruce Meadows, creates distinct vehicle/ transit circulation routes during special events and minimizes the intermixing of residential and special events traffic and the potential for shortcutting. • The east alignment is poorly defined and circuitous, provides for less distinct vehicle/transit routing and encourages the intermixing of traffic during special events and the potential for shortcutting.
FINANCIAL	Preliminary Financial Assessment (Engineering and Law Departments)	• The west alignment option introduces the fewest land acquisition and construction issues and remains the lowest cost option.
ENVIRONMENTAL	Biophysical Impact Assessment (Jacques Whitford Environmental Ltd.)	• The west alignment (involving some encroachment into the natural wetland) will have less of an environmental impact than the east alignment (involving a crossing of the wetland and surrounding of the wetland by roads).

COMPATIBILITY	Compatibility Assessment (Transportation Department)	• The west and east alignment will generate impacts on Spruce Meadows and the residential community respectively, but these impacts are considered to fall within manageable and acceptable limits, and a major road can be designed to achieve an appropriate physical setting in either case. • It remains difficult to identify a reason to shift the road from its current right-of-way to a new right-of-way for strictly compatibility reasons particularly given the operational, financial and environmental factors that exist.